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TRANSPORT TASMANIA ANNUAL REPORT 1989

Transport Tasmania 50 years 1939-1989

Office of the Secretary for
ROADS and TRANSPORT
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31 October 1989

Hon K.S. Wriedt MHA
Minister for Roads and Transport
HOBART

Dear Minister

I have pleasure in submitting the Annual Report of Transport Tasmania for the year ending 30 June 1989.

The year was characterised by a rationalisation of activities in order to concentrate the most effort on important issues. Additionally the Commission continued to introduce new strategies to cope with current and future change. In doing so Transport Tasmania has increased both its productivity and effectiveness in delivering services. It is gratifying to report that the challenge to achieve better results with fewer resources has been met with a positive attitude by both staff and unions alike.

All Divisions have performed admirably during the year and I take this opportunity to express my appreciation to each and every employee for his or her contribution.

I would particularly like to mention the contribution of Tony Pedder, Commissioner for Transport throughout the year under review. On 17 July this year Tony took up the position of Secretary of the Department of Parks, Wildlife and Heritage after 15 years with the Transport Commission. All employees at Transport Tasmania wish him well in his new position and I would like to record my appreciation in being handed an organisation in such sound condition.

The combination of a new Government and a completely new Departmental structure will make the year ahead very challenging. Finally I would like to record my appreciation of the assistance given to me by my Deputy, Neil Aplin.

K.W. Drew
Secretary, Department of Roads and Transport.

TRANSPORT TASMANIA

ANNUAL REPORT 1988-89

Transport Tasmania is the corporate name adopted by the Transport Commission. Its aims are to develop, maintain and encourage safe, reliable and efficient transport services within, and to and from Tasmania (other than transport by rail or services provided by the Metropolitan Transport Trust), and to administer the Traffic Act 1925.

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DIRECTIONS AND ACHIEVEMENTS

Directions

The Commission continued to actively pursue means to further improve the efficiency of transport in Tasmania. Initiatives undertaken during the year included the following:

- The carrying out of detailed investigations into the requirement for a replacement for the Abel Tasman and the availability of such a replacement.
- A review of future options for the servicing of King Island.
- A review and consultation with industry on the subject of licensing practices for cart and carrier vehicles in Tasmania.
- Commencement of the development of a Bass Strait shipping model to provide Government and Industry with a better understanding of the forces that affect Bass Strait shipping.

Notable Achievements

- The innovative joint Transport Tasmania / Tasmania Police offence deterrence program was further developed during the year. For the first time offence deterrence operations took place on a selected range of rural local roads, resulting in statistically significant accident reductions.
- Road safety campaign launches including the pedestrian safety campaign, the speed reduction campaign and the bicycle helmet promotion were deemed successful. The State's road toll per registered vehicle for the 1988 calendar year was even lower than that for the 1987 calendar year.
- A campaign of tougher roadside inspections of trucks found many defects. As a result the condition of trucks on the road should be on the improve.
- The Commission created a register of donors of vital organs. By the end of the year 33,488 persons had indicated their willingness to donate organs in the event of their involvement in an accident.
- A star rating system for the State's passenger coaches was successfully introduced.
- The Commission commenced recording Vehicle Identification Numbers (VINs) as part of an Australia-wide attempt to curb the trade in stolen vehicles.
- The Commission's vessel "Straitsman" carried over 84,000 tonnes of cargo, a 22% increase on the previous year.
- A contract was signed with Tamar Steel Boats for the construction of a new Bruny Island Ferry.
- The "Abel Tasman" carried over 215,000 passengers, an all time record for Bass Strait. In addition it carried a record 55,000 vehicles and 13,000 tonnes of freight.
- A series of tourist charter flights were undertaken by Australian Airlines, following negotiations carried out by Commission officers. An analysis of passengers carried out by the Commission showed that the majority were first time visitors and without the charters would not have come to Tasmania.

GENERAL STATISTICS

	1984/85	1985/86	1986/87	1987/88	1988/89
Staff employed					
- Total employees	702	809	803	760	698
- Total full time equivalents	N/A	734	727	684	623
- Core activities	496	433	408	406	406
- TT-Line	123	220	243	238	251
- Other marine	-	74	73	39	41
Motor Vehicles					
- New motor vehicles registered	18,571	16,780	11,873	11,005	12,915
- Total current registrations	322,118	327,943	334,467	340,263	346,981
- Cars, station wagons	N/A	204,186	207,276	209,635	213,052
- Utilities and vans	N/A	40,329	41,645	42,145	43,304
- Trucks	N/A	16,838	17,362	17,839	18,431
- Buses	N/A	1,722	1,787	1,847	1,893
- Other powered vehicles	N/A	284	294	304	318
- Motorcycles	N/A	6,247	6,051	5,816	5,836
- Trailers, Caravans, etc	N/A	58,337	60,062	62,677	64,147
Motor Vehicles Securities Register					
- vehicles on register	35,942	41,354	47,112	49,111	47,793
- securities register inquiries	7,651	23,509	35,767	36,735	36,265
- securities register certificates	-	6,987	8,181	9,119	8,982
Vehicle Inspections					
- Roadside safety checks	31,200	25,000	27,400	25,400	19,700
- Pre-registration inspections	17,600	17,800	18,800	19,400	21,700
- Other	36,200	37,100	33,300	24,900	24,800
- Total	85,000	79,900	79,500	69,700	66,200
Drivers' Licences					
- current basic and provisional	256,321	261,653	266,532	269,831	273,387
Disqualifications					
- total	8,217	8,703	8,179	7,869	6,944
- drink driving	4,718	5,225	4,657	4,888	4,789
- demerit points	1,934	1,983	2,089	1,729	1,038
- other offences	1,565	1,495	1,433	1,252	1,117
- restricted drivers' licences	1,212	1,194	1,211	1,152	1,150
Registered organ donors	-	-	-	-	33,488
Motorcycle Rider Training Scheme					
- courses	438	508	467	442	415
- passes	1,579	1,763	1,578	1,531	1480
Public Vehicles					
- Cabs and Hire cars	-	-	-	472	472
- Hire and drive	-	-	-	2,750	2,368
- Coaches and Omnibuses	-	-	-	1,050	1,059
- Anciliary (incl trailers)	-	-	-	6,234	754
- Cart (incl trailers)	-	-	-	5,835	6,014
- Carrier	-	-	-	229	243
- Aircraft	-	-	-	71	72
- Other	-	-	-	21	15
- Total	-	-	-	16,662	10,997
Road toll					
- total fatalities (12 month calendar year)	-	78	91	77	75
- drivers	-	41	38	34	29
- passengers	-	19	23	25	19
- pedestrians	-	11	21	11	15
- motorcyclists	-	7	9	6	11
- pedal cyclists	-	0	0	1	1
Bruny Island Ferry					
- Voyages	6,784	6,890	6,906	6,920	6,872
- Vehicles	76,838	89,078	84,896	87,622	89,860
Straitsman					
- Voyages	302	164	149	332	331
- Cargo (tonnes)	68,336	62,997	63,545	68,743	84,078
- Livestock (head)	30,547	20,801	13,353	43,883	20,022
Abel Tasman					
- Voyages	-	313	313	302	311
- Passengers	-	188,679	180,998	183,197	216,768
- Vehicles	-	47,936	48,334	49,095	55,294
- Freight (TEUS)	-	5,751	10,110	10,738	13,574

Further detailed statistics of Transport Tasmania's activities and Tasmanian transport in general are published in "Tasmanian Transport Statistics". See page 63 for details.

FINANCIAL PERFORMANCE

1988 $m	INFLOWS	$m	1989 $m
88.373	Fees, taxes & premiums		95.208
	Commercial Operations (incl TT Line)		
49.548	Income	54.366	
3.250	Deferred Income	3.250	
-	Extraordinary income	0.406	58.022
	Service facilities: Traffic Engineering,		
7.812	Motor Registry, Road Safety, Research		8.207
0.743	Other Departmental income		1.189
149.726	Total Inflows to Department		162.626

1988 $m	OUTFLOWS	$m	1989 $m	
88.373	Fees, taxes, premiums		95.208	
	Commercial operations:			
45.258	Cost of operations	46.768		
7.230	Interest, depreciation	6.385		
1.125	Abnormal expenditure	0.637	53.790	
7.589	Service facilities		8.180	
5.985	Other Departmental expenditure		6.299	
155.560	Total outflows from Department		163.477	*

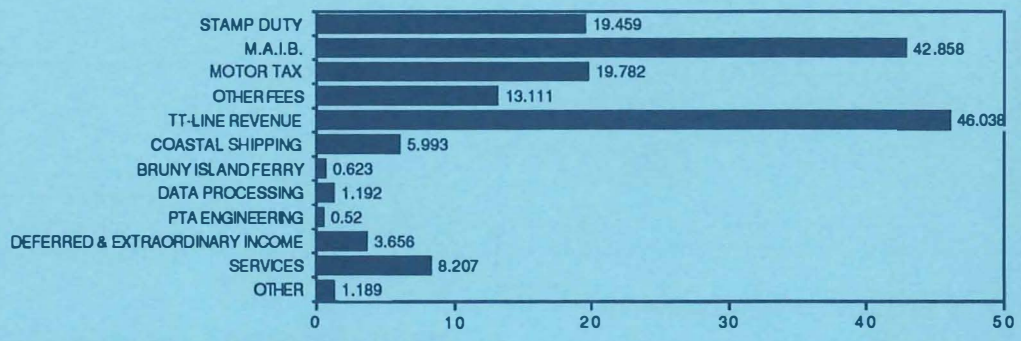
1988 $m		1989 $m	
5.834	NET OUTFLOWS FROM DEPARTMENT	0.851	* *

* Does not include 1.703m paid direct from the Consolidated fund.

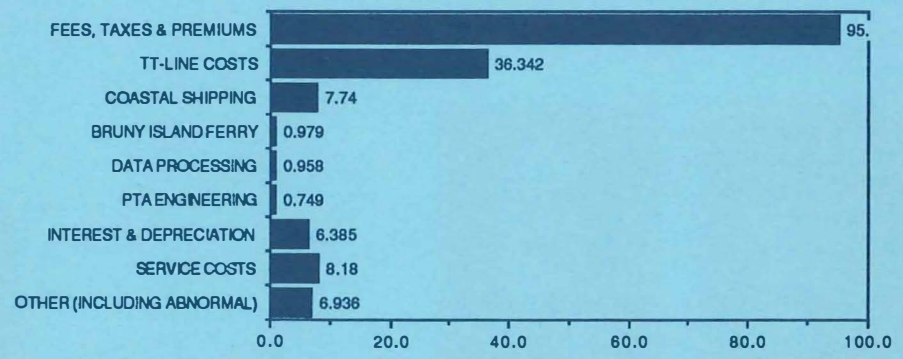
* * Comprises

6.704	Transport Commission Loss	7.250	
2.505	PTA Engineering Loss	.112	
9.209			7.362
3.322	TT Line Profit	6.484	
0.053	Surplus, Service facilities	0.027	
3.375			6.511
5.834	Net Departmental Outflows		0.851

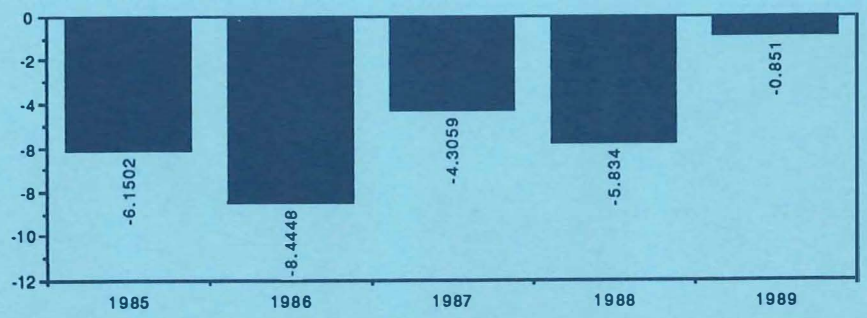
Transport Tasmania
Inflows 1988/89



Transport Tasmania
Outflows 1988/89



Transport Tasmania
Net Outflow - Last 5 Years ($ millions)



ORGANISATION

As at 30 June 1989

A.J. Pedder
Commissioner for Transport

W.N. Aplin
Deputy Commissioner for Transport

- **Legal Section** — **A.J. Allingham, Solicitior**
  Full range of professional legal services, including contracts, insurance, claims, prosecutions and statutory law.
- **Personnel Section** — **T.H. Walker, Manager Staff Administration**
  Control of staffing establishment, appointments, reclassifications, training and development, industrial negotiations and agreements.
- **Abel Tasman Replacement Project Team** — **C.H. Finch, Project Manager**
  Undertaking a review of options for the replacement of the "Abel Tasman" Bass Strait ferry.

Tony Pedder
Commissioner

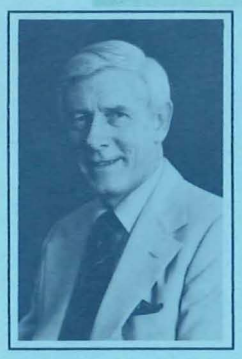
Neil Aplin
Deputy Commissioner

Jack Lane
Economic Planning and Research

Warwick Counsell
Transport Regulation

Tony Peters
Traffic Engineering

Barry Madden
Road Safety



Norman MacMillan
Marine

Geoffrey Ede
TT Line

Transport Regulation Division
W.J. Counsell, Director of Transport Regulation and Registrar of Motor Vehicles

Administration of the Traffic Act 1925 and Regulations, testing and licensing of drivers, registration of motor vehicles, licensing of public vehicles and enforcement of vehicle weights and dimensions.

Traffic Engineering Division
A.V. Peters, Chief Traffic Engineer

Road Safety Regulatory control of traffic by signs, signals, linemarking and other control devices. Design, manufacture, operation and maintenance of traffic signals, traffic management schemes, traffic surveys Maintenance of the State's traffic accident records and road safety research.

Division of Road Safety
B.G. Madden, Director of Road Safety

Administration of school crossing guards, school education, publicity and co-ordination of policy development and initiatives. This Division reports directly to the Minister for Road Safety.

Marine Division
N.A. MacMillan, General Manager, Marine

Operation of the "Straitsman" King Island cargo shipping service and the Bruny Island ferry service, support services to TT-Line and marine policy advice.

TT Line
G. Ede, General Manager

Operation of the "Abel Tasman" Bass Strait passenger and vehicle ferry service.

Economic Planning and Research
J.E. Lane, Acting Director of Economic Planning and Research

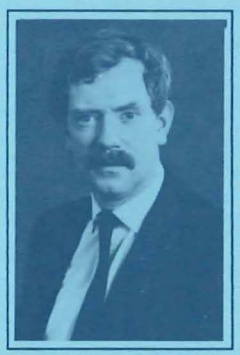
Specialised professional transport economics services, including systems planning and evaluation, market research, travel surveys, transport information and overall Federal and Interstate policy co-ordination. Provides limited consulting services to external private and / or Government organisations on a commercial basis.

Finance and Data Processing Division
D.T. Yaxley, Director of Finance and Data Processing

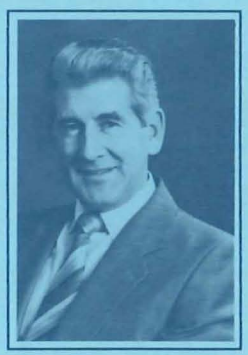
Internal accounting, payroll, auditing, management information and data processing. Provides computing services to external Government clients on a commercial bureau basis.

Secretariat Division
B.P. Stuart, Secretary

General administration, local airports, public relations and co-ordination with Ministerial office.



Colin Finch
"Abel Tasman" Replacement Project



Brian Stuart
Secretariat

Denzil Yaxley
Finance and Data Processing

Trevor Walker
Personnel and Industrial Relations

Tony Allingham
Legal

THE TRANSPORT COMMISSION

POWERS OF THE COMMISSION

- To regulate and control transport by road, water, or air within the State other than any bus service operated by the Metropolitan Transport Trust.
- To enter into contracts for the carrying on, and maintenance, of transport services in this State.
- To grant exemptions from payments or obligations (including payment of taxes levied in respect of motor vehicles) relating to transport as may be prescribed, and to make refunds and adjustments as may be necessary for that purpose.
- To take such steps as it may think necessary or desirable for effecting the co-ordination of transport services, and the improvement of transport in this State.
- To operate and conduct shipping services between places within this State and between this State and any other part of the Commonwealth.
- To enter into a contract for the carrying on and maintenance in a particular case and for the purpose of meeting a particular emergency of any transport service in this State and between any place in this State and any other place.

FUNCTIONS OF THE COMMISSION

- To devise, initiate and carry out measures for the co-ordination, improvement and economic operation of the means of, and facilities for, transport in this State, other than transport by rail and transport services operated by the Metropolitan Transport Trust.
- To ensure so far as it is practicable the provision of transport services (other than transport by rail or transport services operated by the Metropolitan Transport Trust) adequate to meet the requirements of the public.
- To administer the Traffic Act 1925.
- To do anything incidental or conducive to the performance of any of the preceding functions.

AIMS OF TRANSPORT TASMANIA

- Transport Tasmania aims to develop, maintain and encourage safe, reliable and efficient transport services both within and to and from Tasmania. It sees the provision of these services as generally lying within the portfolio of private enterprise. However, the Commission has, for a variety of reasons, operated some services which might otherwise have remained unprovided.
- Transport Tasmania aims to initiate or foresee changes in technology, demand and the economic environment affecting transport so as to assist in the efficient delivery of transport services to the Tasmanian community.
- Transport Tasmania recognises the dynamic nature of transport and strives to ensure that its policies and practices are attuned to this dynamism.
- In achieving it aims, Transport Tasmania has particular regard to the specific statutory functions and powers that can be exercised by the Transport Commission under the 1981 Act.

TRANSPORT TASMANIA: OBJECTIVES 1989/90

The detailed objectives of individual Divisions are noted in later sections of this report. These Divisional goals are developed from the Commission's corporate objectives for 1988/89 which are -

..To fulfill the Commission's obligations under the Traffic Act 1925 and to review, in consultation with the relevant industry or other forum, the appropriateness or otherwise of existing legislative requirements.
..To make more effective use of the agency's staff, material and financial resources in the service of the public.
..To meet those aims in a way which improves job satisfaction, personal development and achieves harmonious relationships both within the agency and with our clients.

..To provide timely, accurate and responsible advice to Government on all matters falling within the transport portfolio.
..To provide an efficient and effective driver licensing and vehicle registration system.
..To promote and achieve high standards of road safety:
-by promoting road safety objectives through public educaton campaigns.
-by ensuring basic driver entry and licensing standards are maintained.
-by establishing and maintaining vehicle safety standards.-by fostering the implementation of cost effective traffic engineering measures.
-by undertaking practical research into road safety issues.
..To provide a regulatory and policy environment which enhances the efficiency of delivery of privately operated transport services to the public.
..To operate and market the Bass Strait roll-on roll-off ferry, 'Abel Tasman', with the aim of maximising patronage subject to the generation of an appropriate return on assets employed.
..To provide, or ensure the provision of, regular and reliable sea transport services to Bruny and King Islands at the lowest possible cost

ACTS ADMINISTERED BY TRANSPORT TASMANIA

Air Navigation Act 1937
Burnie to Waratah Railway Act 1939
Civil Aviation (Carriers' Liability) Act 1963
Common Carriers Act 1874
Commonwealth Powers (Air Transport) Act 1952
Damage by Aircraft Act 1963
Devonport Airport (Special Provisions) Act 1980
Don River Tramway Act 1974
Emu Bay Railway Acts 1965 and 1976
Hobart Bridge Act 1958
Marine Act 1976
Marine Board of Devonport (Special Powers) Act 1980
Merchant Seamen Act 1935
Motor Vehicles Securities Act 1984
Motor Vehicles Taxation Act 1981
Mount Dundas and Zeehan Railway Acts 1890 and 1891
Mount Lyell and Strahan Railway Acts 1892, 1893, 1896, 1898 and 1900
North Mount Lyell and Macquarie Harbour Railway Acts 1897, 1924 and 1928
North Mount Lyell Mining and Railway Act 1901
Oil Pollution Act 1961
Petroleum Products Business Franchise Licences Act 1981
Port of Hobart Reclamation Acts 1954 and 1958
Railway Construction Act 1885
Railway Management Act 1935
Railway Management (Emu Bay Railway Employees) Act 1968
Railways Clauses Consolidation Act 1901
Railways (Transfer to Commonwealth) (Retirement Benefits) Act 1977
Railways (Transfer to Commonwealth) Act 1975
Roads and Jetties Act 1935
State Employees (Long-Service Leave) (Emu Bay Employees) Act 1968
Straits Islands Shipping Services Subsidies Act 1948
Traffic Act 1925
Transport Act 1981
Urban Public Transport Agreement Act 1974
Water-Carriage Act 1918
Wynyard Airport (Special Provisions) Act 1982
Van Dieman's Land Company's Waratah and Zeehan Railway Acts 1895, 1896 and 1948
Wee Georgie Wood Steam Railway Act 1977

COMMITTEES AND ADVISORY GROUPS

Transport Tasmania is involved in the administration, regulation and operation of aspects of all forms of transport in Tasmania. Regular and effective consultation with other Government agencies at Federal, State and Municipal levels as well as with representatives from the private sector is essential for the continuing development of transport in the State.

An important means by which consultation takes place is through Inter-Departmental and industry committees on which Transport Tasmania is represented.

These committees are listed below with a brief indication of their role and importance.

The Importance of Committees

Transport Tasmania is represented on a wide range of committees at both the State and Federal level. The Commission's representation on these Committees is periodically reviewed to assess its benefit to the State. These benefits include the ability to influence and direct initiatives which may affect the efficient delivery of transport services in Tasmania.

It is important, then, to note some of the benefits of the Committees listed on these pages.

1. Public Accountability: In Government any decisions made are likely to affect a range of public sector agencies, private organisations and members of the public. Committees are one of the means whereby all viewpoints can be expressed and sensible decisions can be made.

2. Efficiency: Committees are a means of sharing knowledge and experience, avoiding duplication of effort and ensuring that an efficient use of resources takes place in the public sector.

3. Standards: The maintenance of uniform standards across Australia is particularly important in the transport sector. Problems of variable railway gauges is just one example of difficulties caused by a lack of concensus in the past. National committees ensure the applicability and enforcement of standards throughout Australia.

4. Equality: By its very name the "Commonwealth" of Australia implies a uniform standard of living throughout the country. Transport Tasmania's presence on National Committees helps to ensure that the special needs of Tasmania are considered when major issues are discussed.

TASMANIAN TRANSPORT INDUSTRY ADVISORY COUNCIL (TTIAC)

This is the most important Tasmanian transport committee. It is a State council consisting of representatives of the transport industry and Government. It provides industry with more direct access to Government and is a useful forum for discussing issues of interest to both Government and Industry. It is convened by the Minister for Transport with Transport Tasmania providing secretarial support.

ATAC

ATAC is the principal forum for reviewing topical transport issues in Australia.

Meetings are held twice each year and are attended by the Federal Minister for Transport and State Ministers for Transport and Roads. Tasmania is represented by the Minister for Transport and/or the Minister for Main Roads.

All Divisions contribute advice to the Minister for Tranpsort prior to meetings.

Operating in support of ATAC are its specialist groups and committees.

ADVISORY COMMITTEE ON VEHICLE EMISSIONS AND NOISE (ACVEN): Develops standards for exhaust and noise emissions of motor vehicles.

ROAD SAFETY GROUP (RSG): Co-ordinates road safety activities of other ATAC sub-committees.

STEERING COMMITTEE ON ROAD TRANSPORT (SCRT): Co-ordinates the implementation of major transport industry reforms. Reports to ATAC through the Sub-Committee on Transport, SCOT.

AUSTRALIAN MOTOR VEHICLE CERTIFICATION BOARD (AMVCB): Ensures that new vehicles comply with Australian Design Rules.

ROAD USER SAFETY ADVISORY COMMITTEE (RUSAC): A national Committee examining road safety research and development.

VEHICLE STANDARDS ADVISORY COMMITTEE (VSAC): Develops safety standards for vehicle design, construction and operation.

RESEARCH MANAGERS FORUM (RMF): Assists in co-ordinating road safety research in States and Territories.

MARINE AND PORTS GROUP (MPG): A national committee headed by the Deputy Secretary of the Federal Department of Transport covering treaty consultation, sub-standard foreign ships, port and marine planning and research, shipping and navigation.

MARINE OIL POLLUTION COMMITTEE: A Federal Group with State representation to co-ordinate and arrange purchase and distribution of equipment and arrange training to

combat pollution of the marine environment.

SHIP STANDARDS ADVISORY COMMITTEE (SSAC): A Federal Committee with State representation. The Committee covers USL Code, national system of identification, compensation and death and injury at sea.

OTHER COMMITTEES ON WHICH TRANSPORT TASMANIA IS REPRESENTED

ROAD:

MS/12 ROAD SIGNS AND TRAFFIC SIGNALS: A Standards Association Committee which has the objective of introducing uniform road signs, line marking and traffic control practice throughout Australia.

REGISTRATION AND DRIVER'S LICENSING COMMITTEE: A national Committee to review licensing arrangements in different States.

SCATS MANAGEMENT USER GROUP (SMUG): The software from the Sydney Co-ordinated Adaptive Traffic System (SCATS) has been adopted nationally and is now managed by SMUG. This Committee comprises traffic signal experts from the majority of Australian States and New Zealand who meet regularly with the aim of improving traffic signal co-ordination software and techniques.

ROAD SAFETY:

ALCOHOL AND DRUG DEPENDENCY BOARD: A state committee examining all aspects of alcohol and drug dependency.

LEVEL CROSSINGS WARNING COMMITTEE: The Committee reviews the operation of all rail level crossings throughout the State, ascertains any safety deficiencies and makes recommendations for improvements to relevant authorities. The Committee comprises representatives from the Department of Main Roads, TASRAIL, the Emu Bay Railway and Transport Tasmania.

ROAD SAFETY LIAISON GROUP: This inter-departmental Committee comprises officers from Transport Tasmania, Tasmania Police, the Department of Main Roads and the Division of Road Safety. The Committee assists in the co-ordinaton of road safety activities in the State with the prime aim of fostering inter-departmental road safety initiatives.

ROAD SAFETY LIAISON GROUP - TRAFFIC REGULATION SUB-COMMITTEE: The role of the sub-Committee is to:-

- review the adequacy of existing traffic regulations;
- draft model regulations to upgrade existing regulations to conform to the National Code of recommendations;
- review proposed amendments to traffic regulations;
- draft regulation amendments for submission to Commission for approval.

ROAD SAFETY STRATEGY COMMITTEE: Comprises officers from Transport Tasmania, the Division of Road Safety, Tasmania Police, the Department of Main Roads, the Motor Accidents Insurance Board and the Royal Automobile Club of Tasmania. The Committee advises the Government through the Minister for Road Safety on road safety issues.

TASMANIAN ROAD TRANSPORT INDUSTRY TRAINING COUNCIL: A State body with the objective of promoting the safe and efficient driving of commercial vehicles through improved training and awareness.

TASMANIAN ROAD TRANSPORT SAFETY COUNCIL: This Committee comprises representatives from both the regulatory and private business sectors of transport industry. The Committee's role is to review safety trends within the road transport industry and to convey safety information to heavy vehicle operators in the State.

MOTOR ACCIDENTS INSURANCE BOARD (MAIB) The Commissioner for Transport is a member of the MAIB.

MARITIME:

FEDERAL/STATE ADVISORY COMMITTEE ON LIGHTSTATIONS: A Committee formed to provide advice on the retention, demanning or replacement of lightstations in Tasmanian waters.

INTER-DEPARTMENTAL COMMITTEE ON THE PURCHASE AND ALLOCATION OF GOVERNMENT VESSELS: A State Committee to assess proposals by Government Agencies for the purchase of vessels over 5 metres in overall length and over $10,000 cost. The Committee also provides advice to Cabinet on the proposed purchase and use of vessels and marine equipment by Government Agencies.

INTER-DEPARTMENTAL COMMITTEE ON THE TASMAN BRIDGE: A State Committee which assesses the risk of collision to the Tasman Bridge and means by which this risk can be minimised.

MARINE INDUSTRY ADVISORY COMMITTEE: A State Committee to which Transport Tasmania provides secretarial services. It is chaired by the Minister for Industrial Relations and is a forum to discuss marine issues in relation to Tasmania.

STATE OIL POLLUTION COMMITTEE: A State Committee to deal with measures to discourage and combat pollution of the Tasmanian marine environment.

STATE WATER SAFETY COMMITTEE: A State committee to provide advice on and review wider safety awareness.

OTHER:

COMPUTER POLICY ADVISORY COMMITTEE (CPAC): A State committee which aims to ensure the utilisation of sensible and compatible data processing facilities in State Government Agencies.

AUSTRALASIAN TRANSPORT LIBRARIANS GROUP (TRANSLIB): Librarians and information managers from transport organisations in Australia and New Zealand working to co-ordinate and improve access to transport information resources.

Rick Woolley, Officer in Charge of the Launceston Motor Registry - branch offices are an important part of the Division.

DRIVER LICENSING
VEHICLE REGISTRATION
VEHICLE STANDARDS
PUBLIC VEHICLES

DRIVER LICENSING

Testing of drivers
Issuing heavy vehicle drivers extensions and passenger vehicle certificates
Conducting motorcycle rider training
Maintaining Organ Donor register

Transport Regulation Division

Driver and Rider Licensing

During the year 16,676 tests were conducted by testing officers resulting in 15,060 drivers licences being issued or re-issued.

On 30 June 1989 the following drivers licences were on issue:

Learner	13,731
Provisional	7,811
Basic	265,576
Restricted	1,150

During the year 6,944 licenced drivers were disqualified from driving for the following offences:

Drink driving	4,789
Accumulation of Demerit Points	1,038
Other offences	1,117

Licences to drive Public Passenger Vehicles

Every driver of a coach, cab or hire car must hold a passenger vehicle certificate. These are issued following a medical examination, special tests on the regulations and a character check. Persons who breach the road law or commit other undesireable offences may have their passenger vehicle certificate cancelled. During the year 847 passenger vehicle licences were issued.

Conversion of Overseas Driver's Licences

In November 1988 Tasmania became the first State to introduce compulsory driving tests for persons arriving from overseas. New South Wales followed early in 1989. Other States will follow shortly. This action was taken to counteract poor testing facilities and procedures in some overseas countries and to combat the black market in illegal driver's licences. During the year 3,609 immigrants obtained Tasmanian licences.

"In November 1989, Tasmania became the first State to introduce compulsory driving tests for persons arriving from overseas."

Motorcycle Rider Training

Transport Tasmania conducts two levels of motorcycle rider training courses; Level 1 must be completed before a learners licence may be obtained while level 2 is a prerequisite for a provisional licence. 126 level 1 courses were conducted at Hobart, 74 at Launceston, 54 at Penguin and 27 at other country centres. The courses were successfully completed by 980 persons. 67 level 2 courses were conducted at Hobart, 38 at Launceston and 29 at Penguin producing 500 graduates.

Organ Donor Register

In response to the widely recognised urgent need in Tasmania for vital organs to help save lives through transplant operations the State Government joined forces with the Lion's Club International and the Australian Medical Association, to establish a register of people prepared in the event of their premature death to donate their vital organs.

The register is managed by the Motor Registry Branch and by 30 June, 33,488 persons were registered as potential donors.

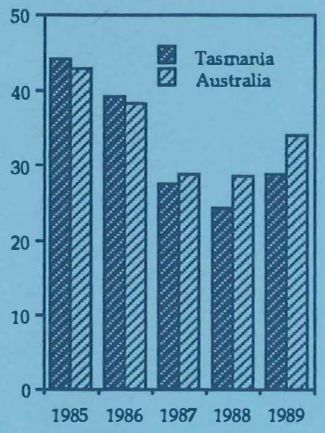
Vehicle Registration

VEHICLE REGISTRATION
Registration of Motor Vehicles and Trailers
Maintaining the Vehicle Securities Register
Administering the Transport and Parking Concession Scheme

During the year 12,915 new motor vehicles were registered for the first time and 17,797 previously registered vehicles were added to the register including those imported from interstate. Allowing for lapsed registrations and cancellations the net increase in the number of vehicles registered was 6,718.

As at 30 June 1989 there were 346,981 vehicles with current registrations:

Cars, station wagons	213,052
Utilities and vans	43,304
Trucks	18,431
Buses	1,893
Other powered vehicles	318
Motor cycles	5,836
Trailers, caravans etc.	64,147



New vehicle registrations per 1,000 population, Tasmania and Australia.

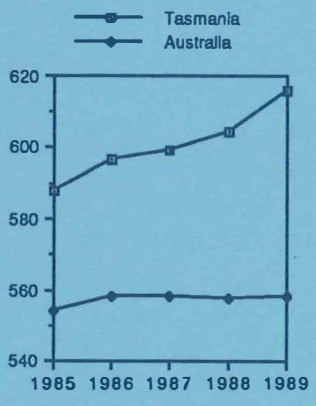
Registration Renewal Initiatives

During the year a program to combat the chronic problem of vehicles being driven on the road with expired registration was commenced. The first stage was to require vehicles expired more than 14 days to be inspected prior to re-registration. This served to encourage owners to re-register on time although many chose to present their vehicles for pre-registration inspection. Early in the new financial year , a registration overdue reminder notice will be introduced as part of a long term programme to educate the public to renew their registration on time.

Vehicle Securities Register

The Motor Vehicle Securities Register was introduced in November 1984. For $10, financiers, banks, etc can register a security interest on any vehicle registered in Tasmania.

The Register may be checked free of charge by attending or telephoning any Motor Registry office. Certificates verifying details are available for $2. At 30 June 47,793 vehicles were recorded on the Register. During the year there were 36,265 requests for information from the register and 8,982 certificates were prepared.



Total vehicles registered per 1,000 population, Tasmania and Australia.

Vehicle Identification Numbers (VINs)

Vehicle identification numbers are unique identifying numbers, conforming to an International Standards Organisation format, either stamped on or attached to the body of a motor

A typical VIN set behind the windscreen on a new Commodore.

vehicle. They were introduced Australia-wide on 1 January 1989 as part of an increasing effort to reduce the number of stolen vehicles being registered.

All new vehicle manufacturers are required to notify the Sydney Motor Registry of VINs issued and the State to which vehicles are destined. This information is stored on computer in Sydney and is checked daily against all new vehicles registered.

Transport and Parking Concession Scheme

This scheme commenced on 1 July 1985. It is designed to provide assistance to persons with a physical or intellectual functional disability that prevents them from using the range of transport facilities available to the general community. During the 12 months ending 30 June, 1,490 applications were processed of which all but 176 were granted. As at 30 June 1989 there were 3,567 permits on issue. Permit holders are assisted through subsidisation of taxi travel, reduced registration and licence fees and exemptions from motor tax and stamp duty. During the year 138,103 taxi trips were made by members of the scheme.

Vehicle Standards

VEHICLE STANDARDS

Undertaking vehicle inspections
Providing technical and engineering support
Enforcing regulations
Issuing overdimensional and overload permits

Inspection and Enforcement

Vehicle inspection and enforcement of load and dimension limits in Tasmania improve road safety and protect roads from damage due to overloaded vehicles. Transport Inspectors conduct roadside safety checks on cars and motorcycles, buses and trucks, inspect them before they are accepted for registration, escort overwidth loads, weigh trucks and check that their loads are securely fastened.

The number of inspections for the year was 5% below the total for 1987/88, though the number of inspections per officer remained constant.

The appointment of three additional Transport Inspectors early in 1989 and the return to duty of those on extended leave should see an increase in the total number of inspections this year.

Roadside safety checks are one of the most important activities of Transport Inspectors and represent the largest inspection type. A shortage of inspectors this year led to a 22% drop in the total number of inspections carried out. Increased attention to truck safety checks, however, led to an 8% increase in the number of trucks weighed.

Inspection Stations

Vehicle Inspection Stations are operated in Burnie, Devonport, Hobart and Launceston. These stations are used to carry out detailed inspections of buses, taxis and other licensed passenger carrying vehicles, vehicles previously issued with defect or discontinuance notices, modified vehicles, hire and drive vehicles, those operated by driving schools, new vehicles not covered by the type approval scheme and vehicles presented for re-registration after their registration has lapsed

"Roadside safety checks are one of the most important activities of Transport Inspectors and represent the largest inspection type."

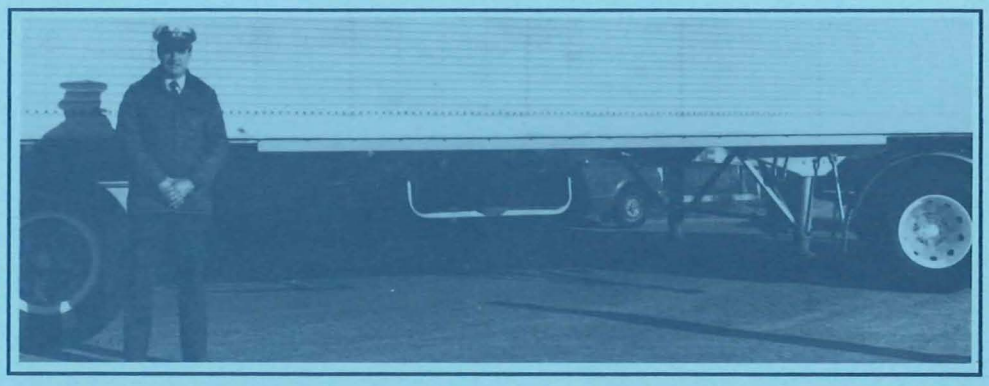
A welcome improvement to facilities in Burnie will result from the development this year of a new Vehicle Inspection Station and Motor Registry on the corner of Marine Terrace and Spring Street.

The new drive-through inspection bay will have a fully serviced pit and the latest in inspection technology in the form of a roller brake tester, suspension play detection and vehicle jacking equipment. The introduction of this equipment will bring the facilities in Burnie into line with those in most States and Territories and will enable more effective examination of vehicles' brakes, suspension and steering.

The vehicle inspection station in Hobart carries the highest volume of inspections in the State yet in many respects has been the least well equipped. The installation of a hoist for light vehicles to supplement the single inspection pit has partially alleviated congestion problems. It is hoped that arrangements can be made to obtain a multi-lane inspection station with adequate access and parking for cars, trucks and buses.

Roadside Truck Checks

Recent Tasmanian accident surveys show that trucks with defects are significantly more likely to be involved in serious accidents than trucks without defects. Tougher roadside inspections for trucks have been introduced to target these defects.



Transport Inspector Charlie Lucas - - trucks were targeted for tougher roadside inspections this year.

The inspections have discovered cracked and worn out brake drums, inoperative brakes, brake components contaminated with oil, faulty air brake compressors and worn steering and suspension parts.

Transport Tasmania has conveyed its concern at the high proportion of defective trucks to the truck industry."

Transport Tasmania has conveyed its concern at the high proportion of defective trucks to the truck industry. Although there has been some improvement in truck condition, inspections continue to reveal a high percentage of trucks checked having serious defects. Of trucks stopped and checked over half are found to be defective, though it is important to note that those stopped are not entirely representative of all trucks on the road.

Prosecutions

Traffic Infringement Notices are being used increasingly for selected offences, in particular, unregistered vehicles. They invoke an immediate fine and avoid the necessity for a court appearance unless the notice is disputed. The issue of traffic infringement notices was the major reason for a 21% drop in the number of cases heard during the year. The actual number of cases and successful prosecutions were 2,514 and 1,774 respectively.

The use of overloaded vehicles continues to be the dominant offence taken to court, followed by failure to transfer registration and vehicle safety and roadworthiness offences.

Inspection of Coaches

Since 1983 the Department has been inspecting all public passenger vehicles in the State except those owned and operated by the MTT. Coaches are inspected every six months. The total inspections for the year including re-inspections amounted to 2112 with 781 coaches being presented for re-inspection.

The standard of coaches in the State remains high, although the age of some coaches is causing concern.

"From January 1990 all buses will be required to have dual circuit braking systems."

Dual Circuit Brakes for Buses

Recent detailed bus inspections showed that around 80 of the State's 1500 buses had single circuit brakes. Any significant leak of brake fluid or compressed air in the braking system would result in complete brake failure. After consultation with the bus industry a program to upgrade bus braking systems was introduced and from 1 January 1990 all buses will be required to have dual-circuit braking systems.

Imported Vehicles

There has recently been a marked increase in the number of vehicles privately imported from overseas. The majority are second hand passenger cars imported from Japan, the U.S. and, to a lesser extent, Europe.

These vehicles are required to be be modified to meet the Australian safety standards applicable if they had been sold on the local market when new. Modifications to each individual car, including conversions to right-hand drive, must be certified by a consulting engineer.

The system of individual reporting by engineers does not apply to commercial imports where compliance with standards must equate with the testing, certification and quality control procedures required of major manufacturers and importers. This concern and the lack of a uniform approach by registration authorities elsewhere in Australia prompted the Federal Government to enact legislation controlling the importing of non-complying vehicles. In future new vehicles will be required to be fitted with a compliance plate before being registered anywhere in Australia.

Public Vehicles

PUBLIC VEHICLES

Licensing of goods and passenger carrying vehicles
Maintaining the rail protection system.

All vehicles engaged in the conveyance of goods or passengers for hire and reward are required to be licensed as public vehicles.

During the 12 months to 30 June there were 2,923 applications for public vehicle licences. 2,883 were approved, 96 were refused and 24 withdrawn. 44 warranted formal hearings or enquiries. Additionally 1,744 public vehicle licences were transferred during the year.

Revenue collected this year from Public Vehicle licence fees was $251,216. Licence fees for public vehicles have not been increased since 1965.

Since 1 June 1987 a Public Vehicle Licence application fee has been payable to the Commission in respect of each application. These fees offset some of the cost of processing applications for licences. During the year $148,497 in application fees was collected.

As at 30 June there were 10,997 Public Vehicle Licences on issue including 6,257 carts and carriers, 1,059 coaches and omnibuses and 472 cabs and hire cars.

"Licence fees for public vehicles have not been increased since 1965"

Public Vehicle Licence Appeal Tribunal

As a consequence of Transport Commission decisions in respect of public vehicle licence applications, 20 appeals were lodged with the Tribunal. Six were upheld, six dismissed five were withdrawn and three are yet to be decided.

Rail Protection Fees

The new system of Rail Protection Fees, which replaced the old Out-Of-Area Permit Fees has been in operation since 1987. The new system provides for the payment of fees where bulk loads of rail preferred goods greater than 7 tonnes are carried by road in distances in excess of 100 km. The rail preferred goods are bulk cement, bulk fertiliser, logs, timber, coal, acid and lime products

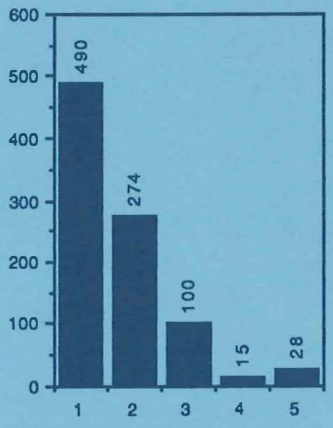
Fees collected during the current financial year amounted to $189,510 compared with $235,091 in 1987/88. The reduction in fees over the previous year is attributed to the removal of bagged fertiliser from the list of preferred goods and the improved performance of "Tasrail" in attracting rail preferred goods.

Star Rating System for Coaches

During the year a program of rating coaches was introduced to bring uniformity to the industry and to promote the upgrading of of coaches in Tasmania. Coaches were rated from 1 star to 5 stars, generally on the basis of creature comforts.

The new system has highlighted deficiencies in some coaches particularly single circuit braking systems. Inadequate heating, particularly in school coaches, and inadequate internal lighting was also found.

By 1 January 1990 all existing coaches will need to be fitted with a dual circuit braking system and will need to have basic heating. Since the introduction of this scheme, many coach operators have voluntarily upgraded their vehicles.



Tasmanian bus fleet by star rating

Introduction of New Services

Coach operators are encouraged to provide new services particularly to remote areas. As a result of this encouragement the following new services have been established.

- Cynthia Bay / Lake St Clair / Derwent Bridge
- Campania / Richmond (students only)
- Woodbridge / Kettering / Margate / Kingston (students only)
- Devonport / Great Lake / Lake Rowallen / Clarence Lagoon
- Hobart / Great Lake / Lake Rowallen / Clarence Lagoon
- Lauderdale / St Virgils College (students only)
- Devonport / Sheffield / Cradle Mountain
- Hobart (Brooke St Pier) / Ida Bay Railway

TRANSPORT REGULATION DIVISION: OBJECTIVES AND TARGETS FOR 1989/90

The aims of the Division are to improve and promote awareness of services to the public, enhance administrative efficiency, reduce administrative costs and promote road safety.

Public Relations

1. To offer counter services to the public, with an average transaction time of 3 minutes and no standard transaction to take longer than 10 minutes.
2. To provide driving tests to applicants for licences no later than one month from the booking date.
3. To complete all mail transactions within 3 days of receipt of necessary documentation and fees.
4. To effect standard transfer applications for cab and cart licences within 7 days.
5. To process all licence applications not subject to objections within one month.
6. To process all licences applications involving hearings within 3 months.

Administrative Efficiency

7. To promote the introduction of combined registration/public vehicle licence records and identification plates.
8. To introduce credit card facilities.
9. To revise the public vehicle licensing system consistent with the public interest by promoting :-
- the abolition of the triennium
- the modernisation of cab and hire car licensing
- the rationalisation of the decision making and appeal processes
10. To standardise procedures for :-
- processing of public vehicle licensing applications
- transfers and vehicle changes
- rail protection
- short term permits of substitution
- exemptions
11. To rationalise the inspection system for licensed public vehicles.
12. To extend the traffic infringement notice system to include public vehicle offences and overweight vehicles.

Road safety

13. To minimise the risk posed by drivers who repeatedly break traffic laws especially by driving under the influence.
14. To deal systematically with drivers whose medical condition precludes them from driving.
15. To ensure that exemptions from wearing seat belts or safety helmets are only given to those genuinely in need.
16. To ensure that problems of overloading on coaches are dealt with promptly.
17. To improve the standards for vehicle construction and equipment by preparing and publishing new standards for :-
- air-operated tail-gates on tip trucks
- trailers
- braking on trailers
- dual circuit brakes on buses
- inspection of structural integrity of bus bodies.
18. To improve the roadworthiness of vehicles using public streets through:
- 40,000 roadside checks
- 50,000 off-road inspections
- 10,000 weighings.

Taxi Buy-Back Scheme

In 1985 a fund was commenced to purchase excess cab licences on issue in the Hobart area. Some 18 licences were promptly surrendered but none have been surrendered since.

At 30 June 1989 there were 218 licences on issue. During the year there were 35 owner transfers. 33 of these were open licences at $3,000 and two were restricted but changed to open at the time of transfer at $4,050.

At 30 June the Cab and Hire Car Trust Fund stood at $315,437 with contributions coming from owner transfer levies and an annual levy of $10 on each prescribed licence holder.

Traffic Areas

From 1 July 1988 licences for goods carrying vehicles have been issued for traffic areas A,B or C only. These new traffic areas cover the central and south of the State (Area A), the north and north-east including Flinders Island (Area B), and the north-west and west including King Island (Area C).

All cart and carrier licences re-issued for the 1 July 1989 to 30 June 1992 triennium will be for traffic areas A,B and C only. All previous licences on issue for areas 1 to 9 will be withdrawn.

Ancillary Licences

All goods carrying vehicles, exluding tow trucks, with a GVM or GCM of 12 tonnes or less (or vehicles not capable of carrying more than 7 tonnes) are now exempt from the requirement to be licenced as ancillary vehicles. This includes cars, station wagons, utilities, panel vans, light trucks and most medium trucks.

These vehicles may use loading zones providing the name and address of the owner of the vehicle are displayed on the right hand side. Cars and station wagons still require an ancillary permit to use loading zones. Commercial vehicles in excess of 12 tonnes which have ancillary licences are permitted to use loading zones without further authority.

Joe Rattray, Senior Traffic Engineering Assistant, Burnie; winner of The Commission's first staff merit award.

Traffic Engineering Division

ROAD SAFETY CO-ORDINATION
TRAFFIC SAFETY MANAGEMENT
TRAFFIC SIGNALS
ACCIDENT RESEARCH

General Activities

The twelve months ending 30 June 1989 saw a number of major projects being completed and new traffic control strategies introduced.

The more notable projects included:

- Receipt of Federal grant for development of measures to assist safety of elderly pedestrians in Clarence municipality;
- Assisting with the introduction of the joint Police/Council enforcement of kerbside parking restrictions by the Glenorchy, Launceston, Devonport, Ulverstone and Burnie Councils;
- Assisting the Hobart City Council with the extension of the resident permit parking scheme;
- Further extension of Police Traffic Offence Deterrence Operations (a joint Tasmania Police/Traffic Engineering Division programme);
- Introduction of a computerised file recording system;
- Introduction of an improved stores management system.

"The Division places a prime emphasis on fostering communication between all those involved with road safety in Tasmania"

Road Safety Co-ordination

ROAD SAFETY CO-ORDINATION

Developing road safety policy advice and initiating relevant approved policies.
Co-ordinating safety related activities of relevant agencies involved in road safety in Tasmania.
Disseminating road safety and accident analysis information to relevant bodies.
Developing and rationalising Tasmanian traffic regulations.

As for most jurisdictions worldwide, responsibility for traffic safety in Tasmania is by its nature widespread, involving many agencies and individuals in all parts of the State.

Also by its nature, traffic safety from the road users' point of view is enhanced by the existence, Tasmania-wide, of standardised, high-quality road design, road facilities and road management practices.

For these reasons, the Division places a prime emphasis on fostering communication between all those involved with road safety in Tasmania, so as to assist in providing opportunities for practitioners to increase their awareness of current road safety standards and practices.

This is done by initiating or contributing to a vigorous statewide programme of meetings, seminars and publications. In 1988-89 these included the following:

Road Safety Strategy Committee (RSSC)

The Road Safety Strategy Committee comprises officers from a range of Tasmanian Government and private organisations. It advises the Government on road safety issues.

Representatives of the Traffic Engineering Division contributed to the deliberations and working of the Committee during the year. Accident trend analyses were provided to each of the approximately quarterly meetings. The Division contributed to the Management Group over-

seeing the Road Safety Initiatives Study, aimed at providing a programme of cost-effective accident reduction programmes for the State into the 1990s.

Road Safety Liaison Group (RSLG)

The RSLG, initiated in 1981, has the aim of providing regional forums in which road safety practitioners can discuss practical safety issues, particularly of an interdepartmental nature. The Division chairs and provides secretarial services to the RSLG. In 1988-89 the RSLG considered a wide range of issues including the draft Plain English Traffic Code and co-ordination of joint Police/local government enforcement of kerbside parking.

Seminars in Connection with Police Offence Deterrence Operations

The Division contributes specialist and research management services to Tasmania Police Traffic Control. In connection with Police Traffic Offence Deterrence Operations, the Manager (Accident Research), in conjunction with senior Police, gave seminars to officers from the over thirty police stations now conducting deterrence programmes.

Publications

During the year the Division distributed three editions of Traffic Safety Trends Newsletter, four editions of Truck Accident Update Newsletter and Information Bulletins entitled Joint Police/Council Enforcement of Kerbside Parking Restrictions and Road Humps - Planning and Installation Criteria.

TRAFFIC AND SAFETY MANAGEMENT

Approving the installation of all traffic control devices.
Investigating traffic management and traffic safety problems.
Evaluating future traffic management requirements.
Liaising with local authorities and Government departments concerning traffic safety.
Providing designs to local authorities for recommended traffic management schemes.
Providing professional advice of a traffic engineering nature to parties proposing new subdivisions and other development sites.
Installing and maintaining line-markings within urban areas and at traffic signal sites

Traffic and Safety Management Group

This past year saw no major projects involving the group due to the present constrained financial situation. A number of smaller construction projects for improved traffic management were designed for implementation by Councils.

The group has continued with the task of managing the changing traffic environment and promoting the role of councils in undertaking physical improvements to accident black spot sites as a means of reducing the road toll.

The year saw the installation of three roundabouts, four pedestrian refuges and several other

THE DIVISION'S CONSULTATIVE ROLE

Whilst the Division has statutory authority to enforce safe design standards for the traffic management of the State's road system, its preferred mode of operation is via consultation. Examples of the consultative process at work include: at state level - work with DMR to improve highway locations with safety problems; and at local government level - the joint development of pedestrian safety facilities in country towns.

That a high level of trust and confidence has indeed been developed with road construction agencies at both state and local government levels is demonstrated by the fact that the Division has only once, in the past seventeen years had to exercise its statutory power in these areas of responsibility.

Particular consultative effort is also made with community groups, especially on major projects such as local area traffic management schemes. This community participation has the added benefit that it ensures community awareness of road safety oriented initiatives and reduces the need for often-expensive media publicity.

The Division's established consultative background facilitates its liaison role on road safety issues other than in the engineering area. To take one example of this role, the Division chairs and provides the Secretariat of the Road Safety Liaison Group, the State's main consultative body for "workface" road management issues.

small traffic islands throughout the State. The group had a continued involvement with the extension of the Resident Permit Parking Scheme in Hobart and following on from the legislative provisions last year, installed road humps in a number of locations Statewide.

Several traffic management studies were commenced in 1988-89, the Kingston Local Area Traffic Management Study - Area 1 being completed during the year.

Much of the resources of the Group were put into addressing the increasing number of traffic issues (approximately 3,000) raised by Government and private agencies or by the general public, a considerable proportion of which required detailed design of alternative traffic management schemes. The majority of the schemes recommended are pending, awaiting approval of funding from outside bodies.

Traffic Signals Group

Traffic signals provide low cost solutions to traffic conflicts at intersections and in most cases defer the need for costly road works.

The SCATS Management and User Group meeting held in Hobart from 13-15 March was attended by representatives from New Zealand and all States and Territories excepting Queensland.

The SCATS system provides central computer control for the synchronisation of a traffic signal network. The Management Group provides a forum for technical discussion in respect to future software and hardware developments.

In Tasmania the system is named TASMAN and is installed at Hobart and Burnie. The system is to be progressively introduced to Launceston.

During the year the TASMAN system was extended in Hobart to include Harrington Street north of Macquarie Street.

New traffic signals were installed this year at:

- Wellington Street/Cimitiere Street, Launceston
- Charles Street/Frederick Street, Launceston
- Montague Main Road (pedestrian signals), Smithton
- Brooker Highway/Derwent Entertainment Centre, Hobart

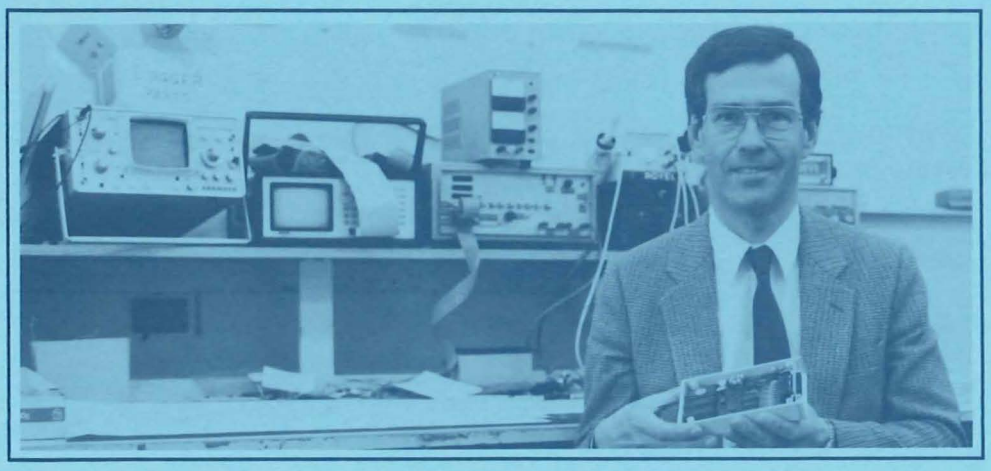
Modifications were carried out to existing traffic signals at:

- Charles Street/Cimitiere Street, Launceston
- Penquite Road, Launceston
- Invermay Road/Beatty Street, Launceston
- East Tamar Outlet/Forster Street, Launceston

Manufacture

The Traffic Signals Group manufactures much of its own hardware for use in traffic signals and supports local manufacturers and suppliers.

During the year a software package was developed to read survey data collated by the Division's traffic data collection personnel directly into a personal computer and translate it into graphs for use by the traffic engineers.



Electronics engineer Graham Lill with the traffic logger developed by the Division.

TRAFFIC SIGNALS

Installing, modifying and maintaining traffic signals and associated equipment.
Fabricating and manufacturing of components used in traffic signal sites.
Managing computer controlled signal co-ordination systems.
Providing Statewide installation and maintenance service for users of Transport Tasmania's mainframe computer system.

An internally developed traffic logger collates survey data on volume, speed distribution and classification functions besides being sufficiently compact for use in clip-board, number plate origin-destination and pen-recorded surveys.

The development of the traffic logger will reduce existing maintenance and future capital costs by up to 90%.

Traffic Signal Control Room

Live reports on two Hobart radio stations continue to provide information to motorists in daily peak hour periods. Many school groups visited the control room during the year and the facilities were utilised by Tasmania Police during management of parades and marches conducted through the city area.

A central computer control system similar to that operating at Hobart and Burnie will shortly be in operation in Launceston.

ACCIDENT RESEARCH

Maintaining mainframe accident database.
Analysing and making recommendations on safety policy.
Monitoring accident trends.
Developing and evaluating safety programs.

Accident Research Group

The Accident Research Group maintains the State's computerised traffic accident database and provides technical reports and policy analysis to a range of agencies and individuals concerned with traffic safety management in Tasmania. These include:

- Traffic Engineering Division
- Tasmania Police Traffic Control
- Department of Main Roads
- Division of Road Safety
- Local government authorities
- University and other researchers

An ongoing statewide automated speed survey programme is also carried out.

Major projects

Offence Deterrence Operations

"The close working relationship with Tasmania Police Traffic Control continued in 1988-89"

The close working relationship with Tasmania Police Traffic Control continued in 1988-89.

A major paper describing the accident reductions achieved via offence deterrence methods was presented at the September 1988 Australian Road Research Board Conference.

As a result of the publication of the study, Victoria and New Zealand have begun similar programmes.

Ongoing evaluation is fundamental to the management services provided to the Police operations by the Accident Research Group. Evaluations carried out in 1989 have shown the following:

Programme	Percent casualty accident reduction
Rural highway	60%
Urban	up to 90%
Rural local road	up to 70%

"The operations were ... commended in editorials in both The Mercury and Sunday Tasmanian newspapers"

The operations were dealt with in press articles during the year and commended in editorials in both *The Mercury* and *Sunday Tasmanian* newspapers.

Four further (Rural Local Road) programmes were developed in 1988-89. A total of 35 separate Offence Deterrence Programmes are now conducted statewide.

In 1988-89 a microcomputer software package was developed to automate the preparation of programme schedules. After further development it is planned to market this software to other police forces which may adopt offence deterrence programmes.

Truck driver fatigue study

At the request of the Tasmanian Transport Advisory Council a detailed analysis of factors contributing to fatigue-related truck accidents was carried out.

Highway safety performance study

A draft was completed during the year and comments received from DMR. Further development is currently under way.

Assistance to consultant preparing Road Safety Initiatives Study

Considerable assistance in terms of accident analysis was provided to the consultant in 1989. The Group also provided secretariat services to the Study Management Group.

On-going Activities

Black Spot Analysis

This year sixteen problem sites and eighty-three fatal accident sites were reviewed. Recommendations were made for improvements where warranted.

Traffic Accident Appreciations

Using computer-assisted methodology, traffic accident appreciations on 340 different topics were produced during the year. Subjects ranged from single sites and local traffic areas to the analysis of collisions involving heavy vehicles and the accident history of Kingston.

Speed Survey Programme

Twelve permanent vehicle sensing stations have been installed across the Tasmanian road network. From these stations on both highways and local roads, twice-yearly surveys are made of all vehicle speeds by means of computerised speed survey equipment.

Such surveys enable an indication to be gained on trends over time in the speed behaviour of Tasmanian road traffic.

Information services

Accident trend briefings were provided to both the Road Safety Strategy Committee and the Road Safety Strategy Working Group at their meetings throughout the year.

Three issues of the Traffic Safety Trends newsletter were produced during the year. Three hundred copies of this newsletter are circulated to members of the police, staff of the Department of Main Roads, Road Safety Officers, Motor Accident Insurance Board personnel and others associated with traffic safety in Tasmania.

In addition, the Accident Research Group provides a quarterly Accident Update to heavy vehicle operators.

During the year the Manager (Accident Research) gave various seminars and lectures to police and engineering groups. The talks included an invited lecture delivered to the Driver Behaviour Colloquium conducted in Melbourne in December by Victoria Police and the Australian Psychological Society.

Target for 1988/89

The target for the Division for 1988/89 was to contribute to a 2% reduction in the State's casualty accident rate per head of population.

Over the period Tasmania experienced an 8% reduction in casualty accidents per head of population.

While casualty accidents overall decreased, fatal accident occurence from January 1989 has shown an increase. This correlates with elevated traffic activity in the State due in part to increased economic activity over the period.

Division analysis of the characteristics of the fatal accident increase showed a significant involvement of rural areas. The dissemination of this information has led to increased Police enforcement on rural roads.

TRAFFIC ENGINEERING DIVISION: OBJECTIVES AND TARGETS FOR 1988/89

The Division's prime goal is to enhance the safety, amenity and mobility provided for both pedestrian and vehicular traffic by the State's road system, by means of research, policy development and the implementation and monitoring of appropriate measures.

This is achieved by the pursuit of the following specific objectives:

- To continue the programme of accident reduction through application of low-cost engineering measures aimed principally at both intersection and mid-block black spots and roadside hazards.
- To undertake road safety research to improve the information base from which initiatives are developed.
- To improve safety in residential areas served by minor roads through traffic engineering initiatives and increased public awareness.
- To assist in the development and promotion of preferred practices relating to land-use development.
- To improve and co-ordinate the traffic control and guidance systems used within the State by means of the latest research into the effectiveness of hazard warnings and driver guidance systems.
- To foster a co-ordinated and uniform approach to road safety by the bringing together of relevant groups and the dissemination of good practice.
- To actively monitor the performance of the State's road system to ensure the effectiveness of existing road safety programs and the timely implementation of new programs.

The major Division target for 1989/90 is to contribute to a 2% reduction in the State's casualty accident rate per head of population.

Road Safety Officer "Kev Koala" with the assistance of R.S.O. Ross Crayford brought road safety to young "Cartoon Company" audiences .

ROAD SAFETY EDUCATION IN SCHOOLS
COMMUNITY ROAD SAFETY EDUCATION AND PROMOTION
ROAD SAFETY HAZARD CONTAINMENT
ROAD SAFETY INFORMATION

Division of Road Safety

Road Safety Education in Schools

ROAD SAFETY EDUCATION IN SCHOOLS

Teaching road safety
Assisting teachers to teach road safety
Developing road safety curricula and teaching resources

The Division's road safety education in schools is seen as a major strategy for producing a long term means of influencing young people to adopt safe road user attitudes and behaviours while they are in their critical formative years.

It is pleasing to record that about 50% of the state's school students worked with the pre-school, junior and senior primary school versions of the "Out and About" road safety programme during the year. A similar proportion participated in the Division's pre driver education course which is concerned with encouraging our future drivers to adopt safety conscious attitudes and practices rather than with actually teaching them to drive. In addition, these course activities were supplemented by the presentation of specific purpose "Bike Ed" units conducted at several schools and by numerous single lesson road safety officer presentations.

This positive outcome in terms of having a relatively large amount of road safety material included in the school curriculum resulted from a number of factors.

One of these was the favorable position of road safety officers in being able to promote the teaching of road safety studies in schools through their monitoring of road hazards in local school environments. Another was the introduction during the year of no fewer than 17 different recently developed road safety videos. These were well received by teachers and pupils alike. The commencement of regular appearances by Road Safety Officer "Kev Koala" on "The Cartoon Company" television programme also served to generate classroom interest in road safety among younger children.

Community Road Safety Education and Promotion

COMMUNITY ROAD SAFETY EDUCATION AND PROMOTION

Undertaking mass media campaigns
Making road safety media statements
Organising public displays
Administering the bicycle helmet subsidy
Presenting road safety education to specific groups e.g. defensive drivers, first year drink drive offenders, commercial driver instructors, parents and friends associations, community groups, clubs, etc.

The Division conducted a number of publicity campaigns throughout the year in the belief that media advertising can play a significant role in influencing people to adopt safe practices on the road.

Part of this activity involved the presentation of intensive TV advertising during Christmas and Easter. It is thought that this, along with heightened police enforcement, contributed to only one road fatality being recorded during these dangerous periods.

The Division's media advertising effort also took the form of specific purpose campaigns that focussed on pedestrian safety, speed reduction and bicycle helmet promotion.

Pedestrian Safety Campaign

This targeted young, elderly and alcohol affected pedestrians and was presented under the slogan, "Don't Let Your Next Step Be Your Last". A post campaign survey revealed that 90% of the respondents became familiar with this slogan and 93% considered that its safety messages were communicated "extremely effectively", "very effectively" or "effectively". In addition, a systematic observation showed that the campaign led to a 10 percentage point increase in safe pedestrian behaviors.

Speed Reduction Campaign

This was conducted in southern Tasmania which had experienced a doubling of speed related fatalities in the preceding year as well as a speed induced crash resulting in 6 fatalities. A post campaign survey showed that more than 90% of a sample of the target audience became aware of the campaign's slogan, "Speed can be a deadly weapon" and believed that the associated visual metaphor contained in its publicity material was an effective way of getting the message across. More importantly, preliminary research suggested that the campaign led to a reduction in speed related fatalities in the region. The TV commercial based on the "Speed can be a deadly weapon" theme won the state award in its production category at the 1988 Advertising Club of Tasmania presentations.

Bicycle Helmet Publicity Campaign

This was conducted in the 3 week period immediately prior to Christmas and was designed to encourage the 11 to 14 year old high-risk riders to wear suitable protective headgear. A subsequent survey of 695 cyclists conducted at 65 schools around the state suggested that the target group's helmet wearing increased to 26% compared with the pre-campaign figure of 16%.

Bicycle Helmet Subsidy

In association with the Tasmanian Office of Youth Affairs, the Division initiated a $10 bicycle helmet subsidy scheme. By this means it hoped to assist families wishing to do the right thing for their bike riding youngsters in providing them with protective headgear but experiencing difficulty in affording the $35 to $50 price of a helmet. At the same time, it was intended that the scheme would further promote helmet wearing among vulnerable young cyclists.

At the time of writing 3,200 refunds had been issued with a relatively high proportion of individual families receiving multiple refunds.

The Hobart "Mercury" featured this shot of New Town High students cashing in on their bike helmet subsidies. (Mercury photo)

DIVISION OF ROAD SAFETY: OBJECTIVES AND TARGETS FOR 1988/89

To promote road safety through:

1. Achieving a 20% increase in school student exposure to road safety studies by:
a.) developing an under age drinking curriculum unit;
b) developing a pedestrian safety curriculum unit for grade 5 and 6 pupils;
c) continuing to update video teaching aids;
d) further consolidating the incorporation of all road safety curriculum units in the Education Department's compulsory health education syllabus;
e) gaining Tasmanian Certificate of Education recognition of upper secondary school road safety curriculum units.
2. Providing community education through:
a) general heightened awareness campaigns prior to Christmas and Easter
b) a child restraint campaign;
c) a bike helmet campaign
d) developing and presenting new drink drive publicity material;
e) extending puppet presentations of road safety messages on childrens TV.
f) adequately publicising changed traffic laws that have road safety implications.
3. Maintaining present hazard containment levels, especially in relation to the school environment, and working co-operatively with other agencies and groups on a variety of measures such as:
a) significantly extending baby safety capsule hire schemes;
b) maintaining bicycle helmet subsidy and bulk purchase schemes;
c) monitoring and reporting on the progress of the current Alcohol Ignition Interlock project.

HAZARD CONTAINMENT

Supervising school crossings
Monitoring school bus safety
Supervising mass movements of students
Investigating and rectifying road hazards

Road Safety Hazard Containment

The Division's field hazard containment measures tend to focus on schools and their immediate environments. An indication of its effectiveness in performing these tasks is the very small number of accidents reported in these areas during the year.

Illustrative of this general pattern is the fact that no accidents were reported at the 70 hazardous sites patrolled by Division guards. This is a very satisfactory result when account is taken of the fact that in a normal school day more than 14,000 individual pupils cross the road at at these locations.

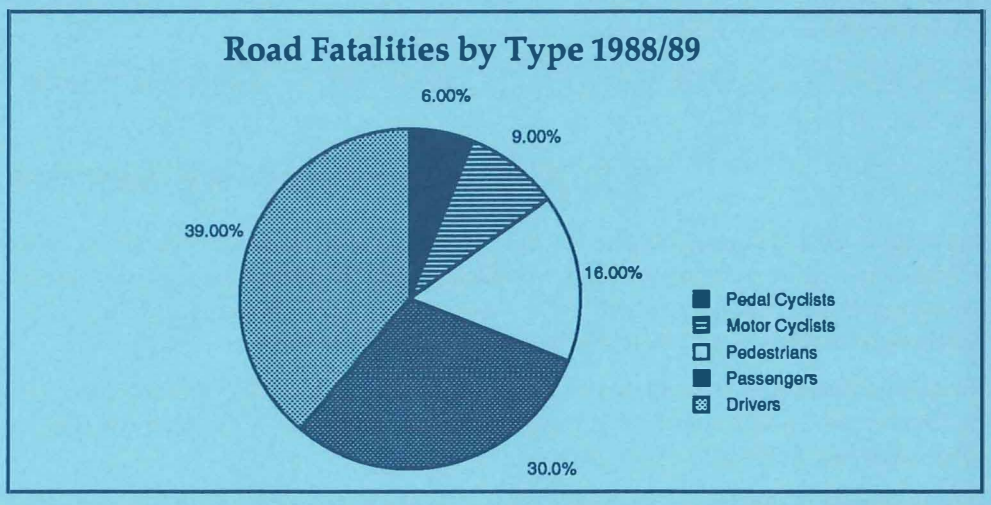
ROAD SAFETY INFORMATION

Briefing Minister for Road Safety
Analysing accident statistics
Providing advice for future legislation

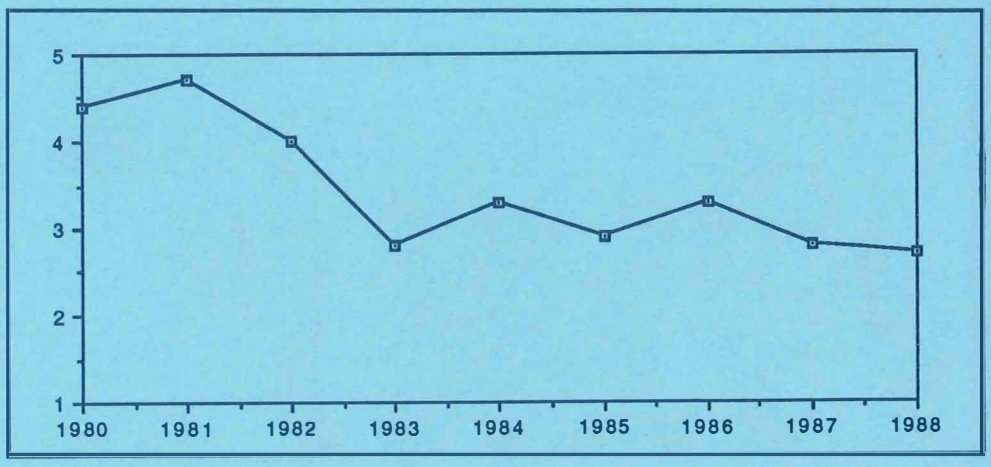
Road Safety Information

The Division of Road Safety collects and analyses data on road fatalitites which is used for a number of purposes including the planning of road safety counter measures, the maintenance of an advisory service for Government and members of the public and the development of publicity programmes.

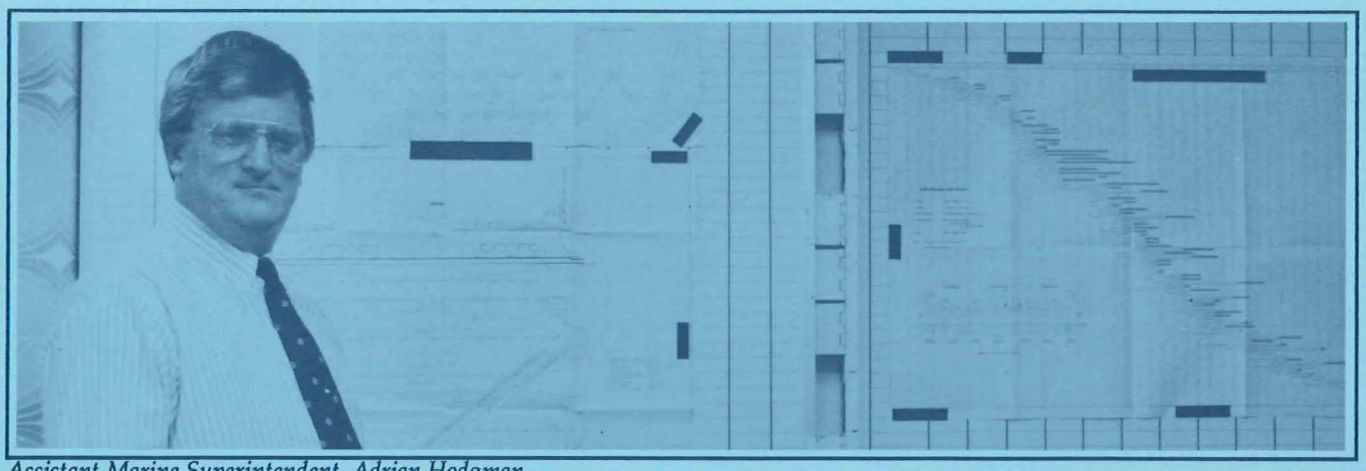
The graph of fatalities as a proportion of vehicles on the road shows that the figure for 1988 was the lowest in the last 10 years. Since that time, however, there has been an increase in the number of fatalities recorded which serves as a grim reminder that there can be no relaxation in the effort to keep the Tasmanian road toll to a minimum.



Road fatalities by type, 1988 calendar year.



Fatalities per 10,000 registered motor vehicles



Assistant Marine Superintendent, Adrian Hodgman - reviewing progress on the Bruny Island ferry replacement.

Marine Division

Policy & Management

The Marine Division through the Commissioner provides advice to Government on all maritime matters. The Division is represented on many marine related committees and 17 Groups.

The General Manager also represents Transport Tasmania at meetings of the Australian National Maritime Association (ANMA). Transport Tasmania is a member of that Association which represents all Australian shipowners and operators.

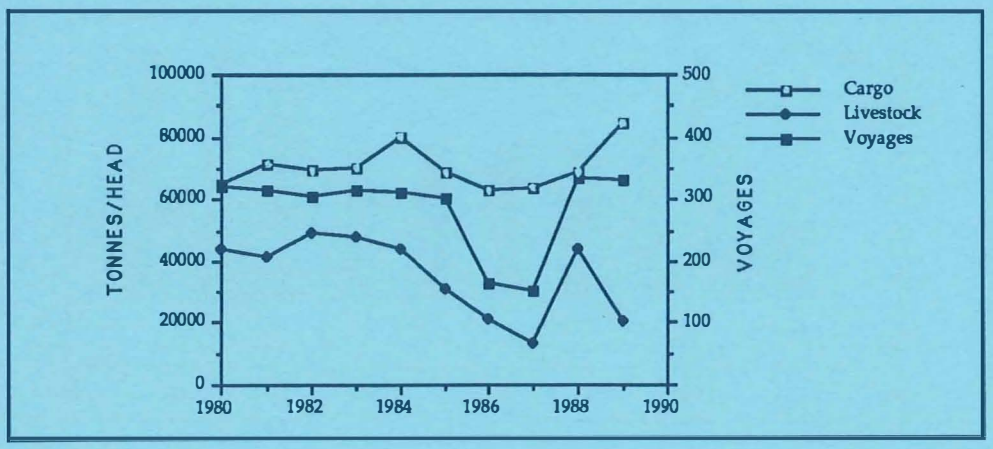
The Division is also assisting with the study into the feasibility of replacing "Abel Tasman".

King Island Shipping Service

As a result of active marketing of the Bass Strait trade by officers of the Division, the "Straitsman's" cargo and revenue results exceeded the forecast figure. In fact, the ship has been operating at or near capacity on many legs of her trade. For the twelve months ending 30 June total cargo carried was up 22% to 84,078 tonnes.

Early in the financial year the Marine Division completed a detailed study into the replacement of "Straitsman". A submission for the replacement of the ship was prepared and a recommendation has been presented to Government.

The co-operative venture with the Stanley Branch of the Waterside Workers' Federation has operated successfully and a saving of over $95,000 was achieved by means of the Terminal Agreement and some productivity improvements.



Straitsman: Cargo, livestock and voyages.

POLICY AND MANAGEMENT
KING ISLAND SHIPPING
BRUNY ISLAND FERRY

POLICY AND MANAGEMENT

Providing policy advice to Government
Representing the Commission on Marine Committees
Processing workers compensation claims
Investigating alternative shipping advice
Evaluating tenders
Undertaking forward planning

KING ISLAND SHIPPING

Operating "Straitsman" service between Stanley, King Island and Melbourne

Bruny Island Ferry Service

BRUNY ISLAND FERRY

Operating the Bruny Island Ferry

The State Government through Transport Tasmania provides the only regular transport link to Bruny Island. The service operates between Kettering on the Tasmanian mainland and Roberts point on Bruny Island - a distance of 3.2km. Nine round trips per day are provided between the hours of 7.15 a.m. and 7.15 p.m. using either the "Harry O'May" or the "Mangana". The "Harry O'May" is the main ferry while the "Mangana" is kept as a standby in case of mechanical breakdown, surveys/dockings, overheight cargoes or heavy demand.

Following the annual review, fares were increased from 1 August 1988. The "Advance Purchase Peak Fare Concession" window sticker, successfully introduced in 1987/88, was expanded to include either window stickers or booklets containing fifty stamped tickets. Both proved popular with commuters. The "Advance Purchase Concession" is available for all vehicles less than 5 metres in length at an annual cost of $250.00. This concession was introduced to encourage and benefit shackowners on Bruny Island. As at 30 June 55 persons had availed themselves of this concession. Total vehicles carried during the year increased by 2,238 to 89,860.

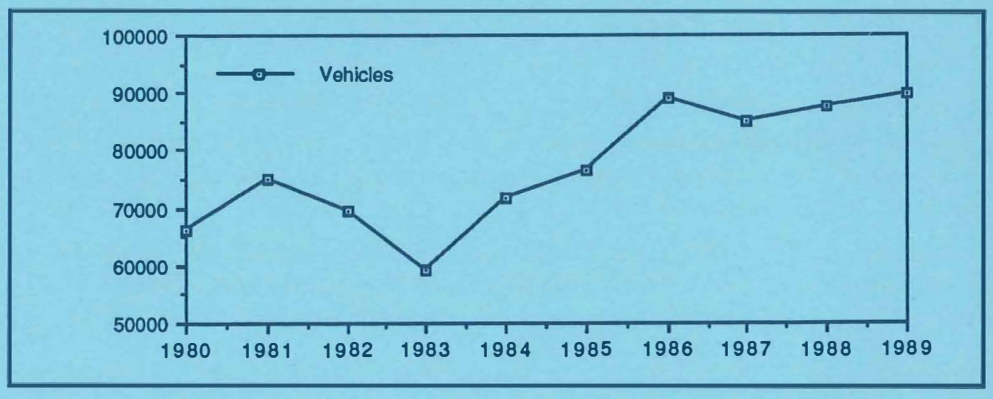
"The Advance Purchase Concession ... was introduced to encourage and benefit shackowners on Bruny Island".

Fares charged on 30 June 1989 were:

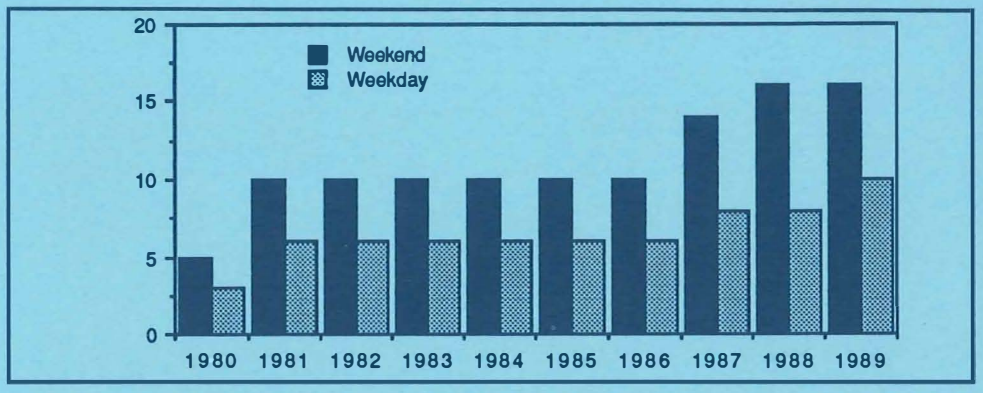
Pedestrians and cyclists	Gratis
Motorcycles - Residents	$5.00
Vehicles under 5M - Residents	$ 8.00
Vehicles under 5M - Non Residents	$ 10.00
Weekend peak under 5m	$16.00
Vehicles over 5M	$20-$90

The Commission has contracted a Launceston based shipbuilder to build a vehicular/passenger ferry for the Bruny Island service to replace "Mangana" (see detailed report).

Bruny Island Ferry: Vehicles carried



Bruny Island Ferry : Fares



New Bruny Island Ferry

Negotiations were satisfactorily completed when the Commission signed a contract with Launceston shipbuilder Sea Management Corporation (Tasmania) P/L (trading as Tamar Steel Boats) for the construction and delivery of a new replacement Bruny Island vehicular/passenger ferry at a net cost of $5.2 million.

The ages of both "Mangana" (59 years) and "Harry O'May" (38 years) and the escalating maintenance costs of both vessels caused the State Government to take the following action:

December 1986	Ship design consultants (Ship Technology Unit) were engaged to assist the Marine Division in the design of a new ferry. Following the completion of a basic design package "expressions of interest to tender" were called from a number of shipyards. Upon receipt of the indicative costs a full report was prepared and submitted to Goverment for its attention.
6 February 1989	Tenders were called with a number of Australian shipyards and one overseas shipyard.
3 April 1989	Tenders closed - tenders evaluated and a final report presented to Government.
23 June 1989	Commission signed a contract with the above successful tenderer with delivery due 31 August 1990.

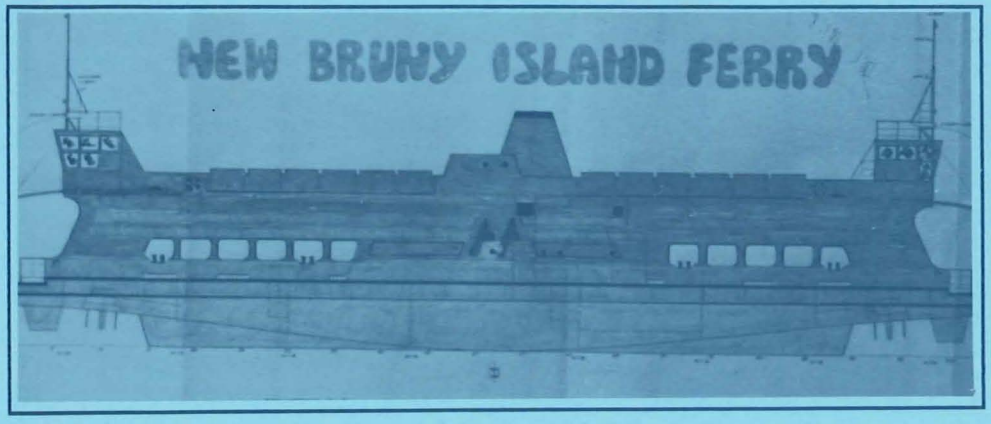
The new vessel will have the following dimensions:

Length overall	52 metres
Breadth moulded	12.75 metres
Depth moulded	3.7 metres
Load draft	2.7 metres
Vehicle capacity	74-75 medium sized vehicles
Passenger capacity	400 persons
Service speed	10 knots
Main engines	2 X Callesen
Propulsion Units	2 X Voith Schneider

The benefits to the travelling public will be:

- Increased carrying capacity - ability to handle peak load demands.
- Cater for loaded semi trailers with a gross weight up to 44 tonnes.
- Clear main deck height of 4.5 metres - allows tourist buses with air conditioning units on top and other overheight vehicles to be carried on main deck.

The new vessel will replace "Mangana" which will be put up for sale. "Harry O'May" will become the standby ferry.



MARINE DIVISION: OBJECTIVES AND TARGETS 1989/90

1. To ensure a regular and efficient shipping service operates between King Island, North West Tasmania and Melbourne either via a Transport Tasmania owned vessel or a vessel owned by another operator.

2. To put into place the final Government decision on the options available for the King Island Shipping Service.

3. In conjunction with the Department of Main Roads - modify and repair the existing wharf facilities at Grassy, King Island.

4. To provide a regular and efficient ferry service to and from Bruny Island.

5. To oversee the construction of the new Bruny Island ferry.

6. To monitor and further attempt to decrease the number of Workers' Compensation claims by introducing health, welfare and safety service for all sea going personnel, and to measure its effectiveness in terms of:-

a) the number of days lost through illness or injury;
b) the number of work related injuries;
c) the total costs of workers compensation.

7. To complete in conjunction with the Navigation and Survey Authority of Tasmania, the review of N.A.S.A.T. functions and to advise Government accordingly.

The "Abel Tasman" entering the Mersey River at Devonport on its 1,000 th voyage

T T-LINE

OPERATING THE "ABEL TASMAN" MARKETING THE SERVICE

Operations

Operating the Bass Strait roll-on roll-off ferry, "ABEL TASMAN"
Managing Melbourne and Devonport terminals

Record passenger figures highlighted a successful year for TT-Line in its operation of the Bass Strait passenger and freight ferry Abel Tasman.

The Line continued to function as a highly efficient and effective commercial enterprise responsive to the market in which it operated.

TT-Line has given travellers across Bass Strait a true and competitive alternative to air transport with the added bonus of the experience of ocean travel. It has also given commercial and rural sectors in Tasmania a reliable and regular freight service.

Results

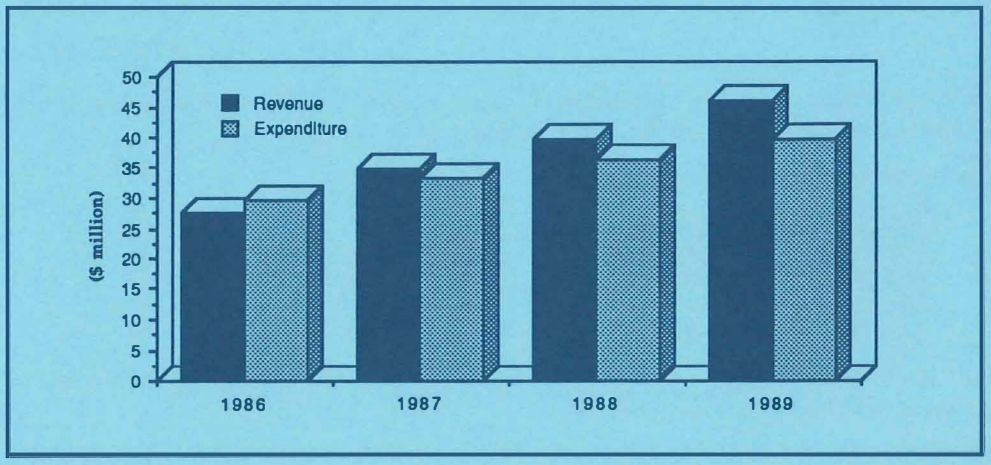
"In the twelve months to June 1989, TT-Line recorded an operating surplus of $8.3 million, almost double that recorded in the previous year."

In the twelve months to June 1989, TT-Line recorded an operating surplus of $8.3 million, almost double that recorded in the previous year. This represented a profit of $6.483 million after depreciation and interest provisions.

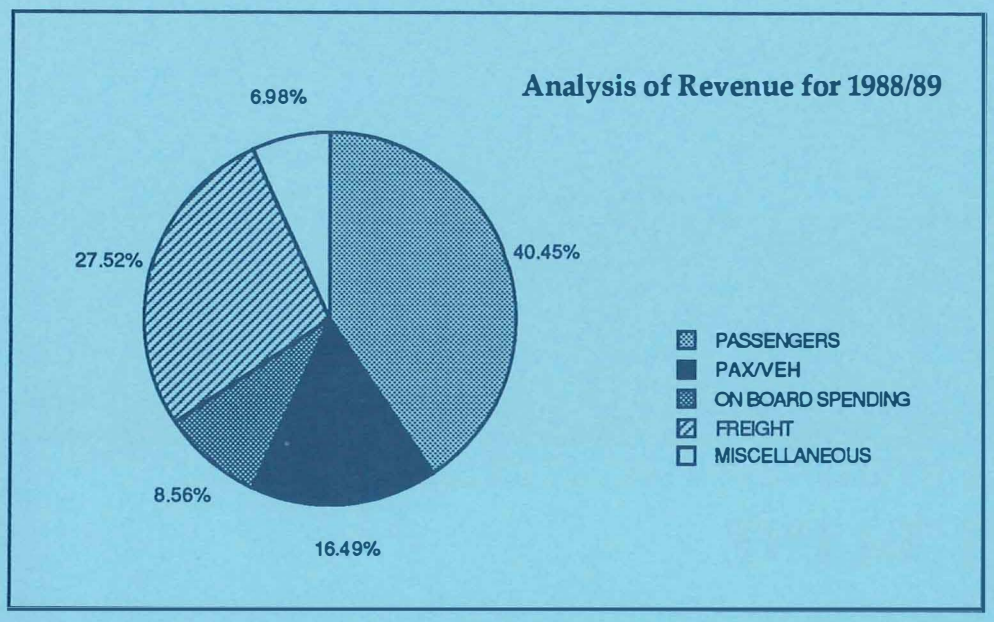
TT-Line passed an historic milestone in 1988-89 - the carriage of 200,000 passengers in a year. Never before had this been done on the Bass Strait run. TT-Line's previous record was 188,679. In 1988-89, TT-Line carried 216,768 - an increase of 18% on the previous year. The milestone of 200,000 passengers was reached in May with still one full month of the financial year to go.

TT-Line also celebrated the 1000th crossing of Bass Strait by the "Abel Tasman" in September 1988.

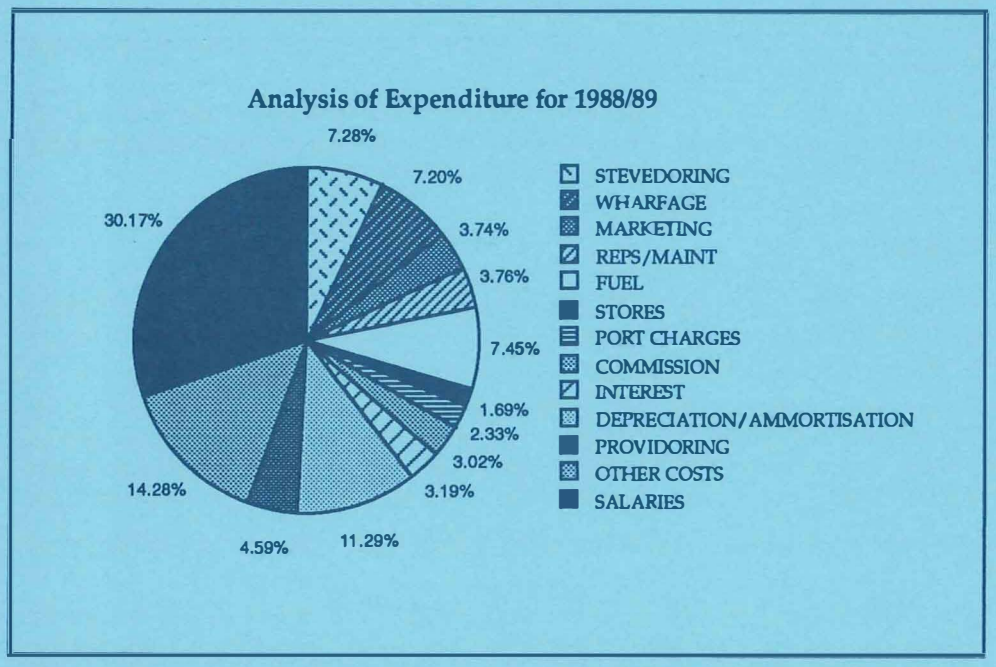
TT-Line's efforts were recognised on two fronts - nationally and in Tasmania. General Manager Geoffrey Ede won the management section of the prestigious Business Review Weekly's annual awards. Shortly after, TT-Line was awarded the marketing section of the Tasmanian Tourism Awards for 1988-89. Previously it had won the transport section of the awards for three consecutive years.



Revenue and expenditure for the "Abel Tasman" service since its inception in 1985.



Abel Tasman Revenue



Abel Tasman Expenditure.

Management

The direct TT-Line organisation comprises 42 operational staff. Additional specialist support is provided from other areas of Transport Tasmania.

Reporting to the General Manager are five senior managers:

- Trevor Bond (Marketing)
- Ron Dryden (Technical)
- Rod Jackson (Operations)
- Stan Holmes (Freight)
- Geoff Woods (Industrial)

The "Abel Tasman" itself is manned by two crews, each of 115 persons. The crews work a system of four weeks on, four weeks off.

TT-Line is totally self-sufficient with the crew fulfilling all of the functions necessary to get the

ship ready for its regular 14-hour sea voyage. These include preparing and serving food for the three restaurants on board, to the cleaning of the ship and the servicing and maintenance of the ship's engines by TT-Line's engineers.

Overseeing the performance of the operation is the TT-Line Advisory Board. The Board comprises the Commissioner for Transport (Chairman), Director of Tourism, Mr Gordon Dean as former Director of Tourism, Under Treasurer, General Manager and four private sector businessmen experienced in tourism, freight and financial management. At 30 June these Board members were John Macmillan, Brian Winspear, Tom Suttar and Tom Jones.

Passengers

A total of 216,768 passengers travelled on the "Abel Tasman" between 1 July 1988 and 30 June 1989 compared with 188,679 in the previous financial year. This was an increase of 18 per cent. In addition, TT-Line carried 2000 Tasmanians on its special "Cruise to Nowhere" voyages out of Devonport on three Saturday evenings during the year.

"Approximately 65% of passengers travelling on the ship are tourists"

The average number of passengers carried each month was 18,000. The highest number of passengers carried in a single month was recorded in January, when 22,022 passengers were carried. The second busiest month was March with 20,874 passengers, up 19% on the same month the previous year.

The climate for the record numbers was established in the first four months of the financial year when TT-Line recorded a 36% increase on the same period the previous year. In the first four months of the year - July, August, September, October - TT-Line carried just over 67,000 people compared with 49,000 the previous year.

Approximately 65% of passengers travelling on the ship are tourists. This reveals the important contribution TT-Line and the Abel Tasman have made to the Tasmanian and mainland economies.

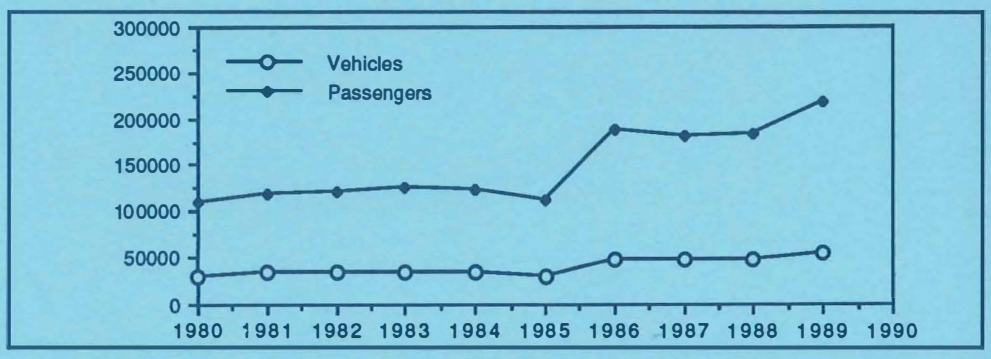
This marketing effort effectively ended the idea of seasonality in Tasmanian tourism.

Vehicles

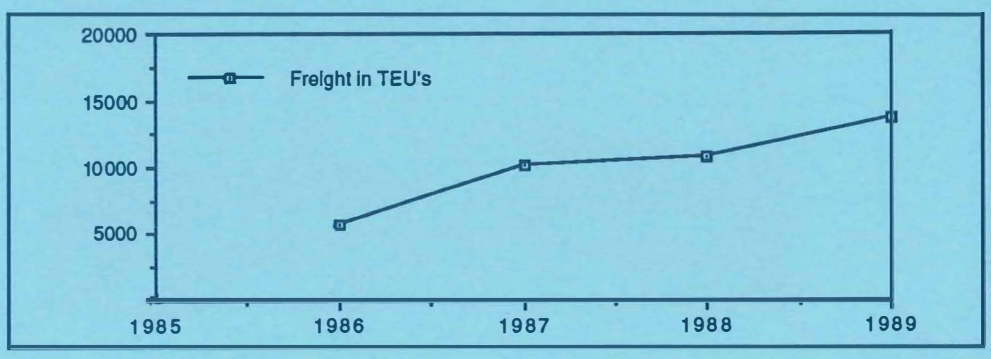
The "Abel Tasman" carried 55,294 vehicles during 1988-89. This represents a thirteen per cent growth over the previous year, which saw 49,095 motor vehicles carried.

The ship's drive-on stern, drive-off bow facility and short waiting time for boarding and disembarking continued to be popular selling points with families and individuals wishing to use their own transport.

Passengers and vehicles carried by the Empress of Australia (to May 1985) and "Abel Tasman" (from July 1985)



Freight carried by the "Abel Tasman"



Freight

TT-Line reaffirmed its importance as a vital mainland - Tasmania transport link for freight movers in 1988-89.

A total of 10,062 freight units or 13,574 TEUs were carried during the twelve month period. This was on a par with that carried in the previous year.

Core freight business out of Devonport was frozen vegetables and fresh produce such as potatoes, while the majority of freight moved ex-Melbourne on the Abel Tasman was fresh vegetables. TT-Line also added periodicals and mail to its growing list of freight carried.

Reliability and regularity of sailings have been important factors influencing freight customers to move freight with TT-Line. The ship lost one scheduled sailing only due to a faulty wheel rim in the gearbox.

Industrial Relations

No sailing was lost through industrial reasons throughout the whole 12 months.

Regular meetings were held with union heads and also on occasions with their members to discuss any operational problems.

This record is quite unique in Australian shipping history and is the product of good communication and understanding between all parties created by the uniqueness of the Abel Tasman and its requirements.

All staff, both shore-based and sea-going, continued the co-operative relationship throughout the year to ensure the smooth running of the vessel.

The Abel Tasman

- 149 metre, 19,200 tonne vessel
- Operates between Port Melbourne and Devonport, a distance of 426 kilometres
- Sails six days a week, departing Devonport at 6pm Tuesdays, Thursdays and Sundays and from Melbourne 6pm Mondays, Wednesdays and Fridays
- Voyage time is 14 hours
- Has the capacity to carry 855 passengers and 240 cars

"No sailing was lost through industrial reasons throughout the whole 12 months."

TT Line marketing brochure

"The appointment reflected TT Line's commitment to ensure the maximisation of staff development and job enrichment."

Staff Training and Development

TT-Line appointed a full-time person to manage personnel, staff training and industrial matters during this financial year. The appointment reflected TT-Line's commitment to ensure the maximisation of staff development and job enrichment. On-going training programmes for employees at all levels continued.

To better assist in uniting TT-Line employees, management initiated the publication of a quarterly staff newsletter: *Strait Talk*. This has become an important means of communication amongst employees as well as an informal means of two-way communication between management and employees. Four issues were produced in 1988-89.

Costs

Again this financial year TT-Line was able to contain costs effectively without compromising standards of service or safety.

Impact on Tasmanian Economy

TT-Line has been a contributor to the resurgence of tourism in Tasmania.

Three times a week, the Abel Tasman brings a growing stream of tourists into the State who then buy Tasmanian goods and services.

Last year, around 65 per cent of passengers were tourists. This is increasing as marketing initiatives and word-of-mouth take effect.

TT-Line itself currently spends $20 million annually in Tasmania through direct employment, advertising, laundry, stevedoring, catering and passenger services. Many of the jobs created by TT-Line are in the transport and storage industries, which include wharf labour, truck drivers and storemen.

Across Tasmania the flow-on benefits of the Abel Tasman are felt. Devonport, the Abel Tasman's home port, is the first community to benefit and the impact radiates from there across the north-west to the north, south and south-west.

Marketing

Undertaking sales and marketing for the "ABEL TASMAN" service
Operating the computerised booking system

Marketing

TT-Line's fine marketing performance of 1987-88 provided the perfect platform from which to make 1988-89 a record year - and this was the outcome.

Consistently high passenger numbers in all months of the financial year can be attributed to innovative marketing based on the hip-pocket philosophy.

Innovative packages which gained the most success included the day-visit fare, weekender package, mid-week fare (a 20% discount), and the City-to-City pricesaver package in conjunction with coach operator Deluxe Coachlines.

The seasonal packages also proved to be popular. These included special winter, spring and autumn packages for seven-night holidays in Tasmania in conjunction with tourism, transport and accomodation operators.

TT-Line continued to enter into a wide range of joint packages with Tasmanian and mainland operators.

"The Naughty Weekender...[resulted] in an average of 100 extra passengers coming to Tasmania each weekend"

The "Naughty Weekender" was a prime example of successful marketing resulting in an average of 100 passengers coming to Tasmania each weekend, returning to Melbourne for work at 8.30 am Monday morning. The "Naughty Weekender" offered three nights from $147 - the return journey on the Abel Tasman (two nights' accomodation) and one night in Tasmania.

And while TT-Line concentrated on bringing mainlanders to Tasmania, it also offered excellent packages for Tasmanians wanting to go to Melbourne, such as the "If You're Willing I'm Abel" package, which offered the return passage and five nights in Melbourne from $313 per person.

The second edition of *TT-Line's Tasmania* was produced for the 1988-89 financial year. This outlined comprehensively and attractively all of TT-Line's sea-drive package deals with Tasmanian and Australian tourist operators.

TT-Line adopted new seasonal dates which met with approval by consumer and tourist authorities and saw a reduction in the length of the peak period and an extension of the

shoulder and bargain seasons. The holiday peak season now operates one week before Christmas Day until the end of January. This is four weeks shorter than the previous year.

TT-Line also targeted the conference venue arena, marketing the Abel Tasman as the perfect venue with a difference for up to 60 people. As well as having full restaurant and hotel facilities, companies can use the Zeehan Room and normal conference equipment such as projectors and VCRs at no extra cost. More companies are finding the appeal of two nights at sea and a full day in port ideal for interruption-free meetings in a different and more stimulating environment.

Replacement Vessel

Investigations commenced into the replacement of the "Abel Tasman". TT-Line management travelled overseas during the year to assess available vessels for the service.

As a short term measure to partly satisfy increased demand for the service, TT-Line announced in June 1989 that it would be:

- extending the sailing schedule to seven-days-a-week from April 28 1990; and
- undertaking an extensive refurbishment programme in the 1989-90 financial year, including increasing the number of berths.

TT-LINE: OBJECTIVES AND TARGETS 1989/90

To provide a regular and efficient shipping service between Tasmania and the mainland:-

1. To carry at least 200,000 passengers.
2. To carry at least 50,000 vehicles.
3. Average fares and charges not to increase beyond CPI.
4. To maximise patronage subject to the generation of an appropriate rate of return on assets employed.

Fare schedule, June 1989

Schedule Passengers are asked to take careful note of check-in times when ticket is issued.

Leave Melbourne (Station Pier) Mon., Wed., Fri., 6p.m.	Arrive Devonport (Devonport TT Line Terminal) Tue., Thur., Sat., 8.30a.m.	Leave Devonport (Devonport TT Line Terminal) Tue., Thur., Sun., 6p.m.	Arrive Melbourne (Station Pier) Wed., Fri., Mon., 8.30a.m.

7 Nights Sailing Commencing 28th April, 1990, the Abel Tasman departs Melbourne and Devonport on alternative nights throughout the week. Ask your travel agent for details.

Adult One-Way Fare		CODE	BARGAIN	SHOULDER	HOLIDAY	BARGAIN
DECK	CABIN TYPE		29/4/89-15/9/89	16/9/89-15/12/89 and 27/1/90-27/4/90	16/12/89-26/1/90	28/4/90-14/9/90
A Deck	Double Bedded Suites Pvt Fac	2L	$155	$205	$239	$163
A Deck	Deluxe Pvt Fac 2, 3 or 4	4A	$134	$186	$214	$141
A Deck	2 Berth with Pvt Fac	2A	$104	$135	$157	$110
B Deck	Outside 2 Berth Pvt Fac	2*	$109	$144	$164	$115
B Deck	2 Berth Pvt Fac	2B	$104	$138	$157	$110
B Deck	4 Berth Pvt Fac	4B	$99	$132	$150	$104
C Deck	2/3/4 Berth Share Fac O	2S/3S/4S	$78	$102	$126	$82
C Deck	2/3/4 Berth Pvt Fac O	2P/3P/4P	$88	$120	$138	$93
D Deck	4 Berth Pvt Fac	4D	$83	$114	$132	$88

Cots: $10.00 per sailing Kennels: $15.00 per kennel per sailing

NOTE: 1. Abel Tasman has no single cabins. Sole use of 2 berth cabins is permitted at one and one-half adult fares applicable to the berths concerned. 2. O - limited numbers available. 3. Prices are subject to change without notice. Discounts are available for children, students and passengers booking and travelling in groups. Pensioner concessions are available to holders of current Australian Department of Social Security or Department of Veterans' Affairs Transport Concession Card and are subject to limited availability.

Accompanied Vehicle Rate One-Way	BARGAIN 29/4/89-15/9/89	SHOULDER 16/9/89-15/12/89	HOLIDAY 16/12/89-26/1/90	SHOULDER 27/1/90-27/4/90	BARGAIN 28/4/90-14/9/90
Less than 1.95m in height:					
Up to 4m in length	$86	$110	$132	$116	$91
4m to 5.4m in length	$107	$131	$159	$138	$113
5.4m to 6.8m in length	$155	$192	$230	$202	$163
1.95m and over, but less than 2.5m in height:					
Up to 4m in length	$117	$148	$190	$156	$123
4m to 5.4m in length	$136	$170	$209	$179	$143
5.4m to 6.8m in length	$187	$236	$285	$248	$197
2.5m up to 4.2m in height:					
Up to 4m in length	$157	$200	$242	$210	$165
4m to 5.4m in length	$217	$274	$326	$288	$228
5.4m to 6.8m in length	$268	$338	$411	$355	$282
Motor Cycles and Scooters	$43	$55	$67	$58	$46
Motor Cycles and Side Car	$86	$110	$132	$116	$91
Bicycles	$10	$12	$15	$13	$11

*Sedans, Wagons, Utilities, Campervans and Motorhomes only and must not be used for freight purposes. *Rates are calculated on the overall dimensions of the vehicles. Where a trailer or caravan is being towed individual lengths of each unit, including draw bar will apply. *Accompanied vehicles with a length in excess of 6.8m incur a surcharge. Details available on application. NOTE: A false declaration of your vehicle's measurements may result in your vehicle being left behind on the day of sailing. Important Notice: All fares and other rates are subject to alteration without notice and are available in accordance with the conditions outlined in TT Line's main brochure. The payable fare will be that applying to the date the ticket is issued. Unless specified, fares do not include cost of food and beverages on-board the ship.

Tasmania Travel Centres Hobart 80 Elizabeth Street (002) 30 0211, Telex 58017. Launceston Cnr. St John and Paterson Streets (003) 32 2482, Telex 58503. Devonport 18 Rooke Street (004) 24 1526, Telex 59055. Burnie 48 Cattley Street (004) 31 8111, Telex 59004. Queenstown 39-41 Orr Street (004) 71 1099, Telex 59100. Melbourne 256 Collins Street (03) 653 7999, Telex 30165. Sydney 129 King Street (02) 233 2500. Brisbane 217-219 Queen Street (07) 221 2744. Adelaide 32 King William Street (08) 211 7411. Canberra 5 Canberra Savings Centre, City Walk (062) 47 0888. Perth 100 William Street (near Hay Street) (09) 321 2633.

Travel Agent

TT LINE ABEL TASMAN

Phone TT Line STD free from anywhere in Australia (008) 030 344. Or Viatel No. 532.

TT Line Reservations East Devonport, Tasmania 7310. Phone (004) 279751. Station Pier, Port Melbourne, Victoria 3207. Phone (03) 645 2766.

Dr Glen D'Este, Jack Lane and the University of Wollongong's Steve Meyrick discuss the Bass Strait Shipping Model

PLANNING AND RESEARCH SERVICES

LIBRARY AND INFORMATION SERVICES

PLANNING AND RESEARCH SERVICES

Undertaking both general and specific research in all areas of transport
Briefing the Minister for Transport on topical issues
Undertaking economic background studies
Supporting other Divisions in research and economic planning matters
Carrying out forward planning

"The amalgamation of Burnie and Launceston will create a port with a cargo throughput greater than either Adelaide or Geelong."

Economic Planning and Research

Planning and Research Services

Sea Transport

Sea transport, which accounts for 98 per cent of Tasmania's interstate freight and 15 per cent of passenger transport needs, remains one of the major areas of the Division's activities. Policy studies, implementation of legislation and research have been carried out into all aspects of sea transport.

Tasmania continues to be disadvantaged in the high level of its transport costs relative to other States. Although this is offset somewhat by the Tasmanian Freight Equalisation Scheme, the level of disadvantage is tending to increase with improving land transport systems on the mainland.

Northern Tasmanian Ports Authority

A proposal for the amalgamation of the northern ports was put forward by Burnie and Launceston Port Authorities in October 1988. This original proposal was for the amalgamation of the three major northern ports Burnie, Devonport and Launceston. Following detailed discussions with all three ports Devonport withdrew from negotiations. A draft legislative framework for the creation of the NTPA was prepared. This proposal will be being represented to the new Government in early 1989/90.

The major benefits to be achieved by the rationalisation of port administration will be

- reduced port authority staff requirements;
- rationalisation of future capital development programs;
- improved management of port cargoes;
- improved technical capabilities of port authority staff;
- focussing of marketing efforts on generating new trades.

The amalgamation of Burnie and Launceston will create a port with a cargo throughput greater than either Adelaide or Geelong and a general cargo throughput comparable to that of Fremantle.

Bass Strait Shipping Model

The Bass Strait shipping market has seen unprecedented changes over the past four years and present indications suggest that further adjustments can be expected in the near future. These changes directly affect shippers, freight forwarders, shipping companies and port authorities, and indirectly affect the entire Tasmanian economy.

The Division, through its Senior Transport Planner, Dr. Glen D'Este, is undertaking a major research project aimed at developing a thorough understanding of the forces that shape shipping activity in Tasmania and therefore to develop an economic model of the Bass Strait shipping market.

The development of the model has been discussed at forums such as the Maritime Industry Advisory Council and the Tasmanian Shippers Association as well as with all major shippers and freight forwarders.

The model is being developed jointly by the University of Wollongong and Transport Tasmania. When completed in early 1990 it will be made available by Transport Tasmania on a consultancy basis to those involved in Bass Strait shipping. Preliminary findings will be presented to the Australian Transport Research Forum in September 1989.

Waterfront Strategy

The Federal Government has been actively and continuously pursuing reform of the waterfront since the seminar into Shore Based Shipping Costs in 1984. The most recent phase of that process has been a series of studies by the Inter-State Commission since 1986 culminating in its report "Waterfront Strategy".

Costs on the waterfront - that is the transfer of cargo units (generally containers) between the land transport mode and the ship and back onto the land transport mode - account for about 55% - 60% of total transport costs wharf gate to wharf gate for Bass Strait general cargo services. Clearly, improvements in the efficiency of this process will greatly benefit Tasmanian consumers and industry.

The ISC reports that stevedoring costs could be cut by 40% through more efficient use of labour and better management. If this is achieved Bass Strait Shipping costs will be reduced by up to 25% which would be of substantial benefit to the Tasmanian Economy. Costs generally on the waterfront are averaged over all users and passed onto end users through a very uncompetitive system with a levy system averaging waterfront labour costs over Australia. The thrust of the ISC's recommendations has been to introduce effective management of resources and competition or other efficiency controls in the provision of services. The ISC has also been critical of port authorities claiming that they have not been acting in a commercial manner and have execrcised little control over the activities taking part in their ports.

"The ISC reports that stevedoring costs could be cut by 40%."

A number of the ISC's recommendations have related to responsibilities of the State Government or its port authorities. These recommendations have been referred to a broad based Tasmanian Waterfront Reform Working Party who will advise the Minister for Roads and Transport on action that the Tasmanian Government can take to assist the waterfront reform process.

Transport Tasmania has been active in preparing submissions to the Inter-State Commission, in attending special Australian Transport Advisory Council committee meetings and in establishing the broad based state working party on waterfront reform. This includes port, union, stevedoring, shipper and ship operator representatives and is co-ordinating to waterfront reform activities within Tasmania.

Abel Tasman Replacement

In September 1988 the Government agreed that "Abel Tasman" be replaced with an available and more modern ferry capable of carrying 1000 or more passengers and which could sail reliably seven days each week.

Accordingly, an inspection was made of six possible ferries in October 1988. Of the six, only two, the "Olau Brittania" and the "Olau Hollandia", were suitable. A technical inspection was carried out in early November and estimates sought from the German shipyard that built the "Olau" vessels of the cost of converting these ships for service in Bass Strait.

Negotiations were entered into with the Swedish owners who wished to sell only the "Olau Brittania". There is currently a shortage of ferries in Europe, particularly of the age and size of the Olau vessels, and prices in the secondhand market are rising quickly. After protracted negotiations it proved impossible to reach agreement on a satisfactory price for the vessel. The "Olau Brittania" was subsequently sold to another European ship operator in March 1989.

As there are no other suitable secondhand vessels currently available, an examination is currently being made of a number of other options including construction of a purpose-built replacement.

Air Transport

Australian Airlines Charter

In co-operation with Tourism Tasmania the Division organised a series of charter flights from Melbourne to Launceston. These were operated by Australian Airlines between September and November 1988. In all, 1243 passengers were carried on 14 flights. Charters were only available to interstate tourists staying 7 nights on package holidays.

As well as organising the charters, the Division conducted passenger surveys to determine the venture's success.

The results of the surveys showed that

- two-thirds of passengers chose to travel because of the availability of charters;
- two-thirds of passengers had not visited Tasmania before;
- half the passengers were from low income households.

"The surveys clearly demonstrated that the charters fulfilled the objective of generating new tourist travellers to Tasmania."

The surveys clearly demonstrated that the charters fulfilled the objective of generating new tourist travellers to Tasmania. It is hoped that with the advent of airline deregulation in 1990, both major airlines will respond to the markets identified for low-cost, no-frills air services.

Federal Airports Corporation

The Federal Airports Corporation (FAC) was set up in 1984 and is responsible for the development and operation of major airports in Australia. In Tasmania it is responsible for Hobart and Launceston Airports.

The Acting Director of the Division is the Government's representative on the consultative committees established by the FAC for both Hobart and Launceston Airports.

In 1989 the FAC, with financial assistance from the State Government, prepared a Master Plan for Launceston Airport, due for public release in August 1989. A study into land use planning and the overall development of Launceston Airport had been sought by local councils and the TRMPA for many years.

The Master Plan report, once finalised, will provide a logical framework for the future development of Launceston Airport. The only significant area of capital development anticipated in the next three to five years will be in providing for growing freight operations.

Few environmental problems are anticipated. Noise impacts are predicted to decline significantly as the older and noisier DC9 and B727 aircraft are phased out. Passenger capacity is expected to be sufficient for all feasible future levels of passenger demand within the planning period.

Airlines of Tasmania

From time to time since its formation in 1982, the Division has been involved with providing advice to Government and to other Departments on Airlines of Tasmania.

Airlines of Tasmania was faced with a decision to replace its aging Herons which service King and Flinders Islands.

EPR Division assisted the airline, TDA and Treasury in a study into options for the future, carried out by Deloitte Haskins and Sells, and with subsequent analyses of particular options.

Road Transport

Transport Regulation

Under the Traffic Act 1925, vehicles carrying goods or passengers for reward are required to be licensed by the Transport Commission as public vehicles. Licensing is discretionary and is governed by criteria, designed originally to protect the State's rail services, which limit entry to the market to those who can identify unfulfilled or new market needs in particular areas.

The public vehicle licensing system therefore provides a measure of protection to existing licensees. Decisions of the Commission are subject to an appeal by a Tribunal chaired by a magistrate.

Cart Carrier Licences

In July last year, Transport Tasmania commissioned a review of the regulatory system by Dr. Stewart Joy. This review was supervised by the Senior Transport Economist.

The report recommended that the present controls on cart and carrier licensing of freight vehicles be deregulated over three years. (Tow trucks for cars were excepted).

The Joy report was considered at a seminar in March 1989, attended by the transport industry, shippers, forwarders, unions and the Deregulation Advisory Board. There was some concern at the scope of the changes proposed although most were in favour of some reform of the current arrangements.

Appeals on Regulatory Decisions

There has been mounting criticism of the time and expense of the current Appeals provisions of the Traffic Act. The Appeals Tribunal consists of three persons - a Magistrate (chairman), a Transport Commission nominee, and a relevant industry nominee.

The Tribunal is required to consider each application afresh on its merits. The prior decision-making process is thus rendered irrelevant and applicants and appellants are free to bring fresh material to support their arguments.

Dr. Joy's report made a number of suggestions for streamlining the processes involved. His principal recommendation is that appeals to the Tribunal should only be on points of law.

Transport Tasmania is considering further measures for the reform of administrative procedures to reduce uncertainty, costs and delays.

Taxi Licensing

Under the 1925 Traffic Act, all taxis must be licensed as public vehicles. New entrants must demonstrate an unfulfilled need for more taxis in the area.

Following the collapse of the Tasman Bridge in 1975, a number of additional licenses were issued in the Hobart area. To rectify the over-supply of licences when the Bridge was re-opened, a buy-back scheme was introduced to encourage a reduction in fleet size and to provide a mechanism to self-regulate the industry.

The scheme did not anticipate the large increase in the capital value of licences so that its long term usefulness has been limited.

The taxi industry has argued that there are still too many licences on issue. Accordingly, two independent studies were undertaken by the Senior Transport Economist and by Mr. Jack Evans of Resolution, a Canberra-based consulting company. Both reports supported the call for a more flexible, commercially-realistic mechanism for controlling the number of taxis.

Following these reports the Director of Transport Regulation is continuing to determine arrangements for controlling the quantity and quality of taxis to maximise the service to the public.

Road User Charges

There is a widespread belief that current road user charges do not equitably treat all classes of user. In general, heavy vehicles pay less than their fair share while normal motorists are being overcharged.

Cost recovery is a complex issue. The relationship between road construction costs and road use is unclear and the damage inflicted by heavy vehicles on the road system is difficult to quantify. Moreover, there are arguments, particularly from heavy vehicle operators, on what taxes should be counted as charges for road use.

The Australian Transport Advisory Council (ATAC) formed a working party on road cost recovery in 1987. The initial aim is to recover the monies expended by the main road authorities in each State rather than to achieve "cost recovery". Road expenditure is broken down into a number of classes and then attributed to either a number of causal paramaters such as vehicles, drivers, vehicle-kms, ESAL's (equivalent standard axles) or else identified as an overhead cost to be jointly shared amongst all road users. The final report of the ATAC working party is anticipated by the end of 1989 and will hopefully provide the basis for more consistency in road user charges across Australia.

As a parallel exercise, the Tasmanian member of the working party, the Senior Transport Economist developed an options paper for restructuring Tasmanian road user charges. Further analysis of possible alternatives can be anticipated for 1989/90 in this subject area.

ECONOMIC PLANNING & RESEARCH DIVISION: OBJECTIVES AND TARGETS 1989/90

Planning & Research

1. Investigate and report options for replacement of the 'Abel Tasman'.
2. Prepare a model to monitor changes in Bass Strait shipping.
3. Oversee implementation of recommendations of the Waterfront Strategy Inquiry.
4. Implement legislation for Government Review of port capital works in Tasmania.
5. Achieve amalgamation of Burnie and Launceston Port Authorities.
6. Investigate and report the potential benefits of direct international air and shipping links between Tasmania and overseas destinations.
7. Develop a long term strategy for Tasmanian intrastate and interstate aviation policy into the 1990's.
8. To investigate the economic benefits of improved co-ordination between road and rail transport in Tasmania.
9. Undertake and complete a study of the land transport industry in Tasmania.
10. Present options to the government for the restructuring of road user charges in Tasmania.

Information Services

9. Maintain an efficient library/information service, in particular:-

a) Ensure all new material is indexed and relevant staff notified within one week of arrival.
b) Ensure all reference queries are answered within one week of their origination.
c) Maintain the statistical database at a level where it is never more than three months out of date.
d) Prepare three issues of Tasmanian Transport Indicators (by the end of October, January and May respectively.)
e) Prepare the Annual Report, Statistical Bulletin and Tasmanian Transport Directory by last week of October.

Rail Transport

Road/Rail Co-ordination

Under the Traffic Act 1925, certain goods, when carried by road, face an additional charge. These goods, now limited to eight, are bulk cement, precast concrete building materials, bulk fertiliser, logs, coal, sulphuric acid and limestone. Rail protection fees have to be paid if these goods are carried more than 100 kms in loads of 7 tonnes or more unless exempted. RBFs can be imposed on logs for distances of over 50 kms.

The fees impose a significant cost on road transport. Currently set at 1.4c per tonne-km (using the vehicle's gross laden mass) they add about 50 per cent to the cost of running a semi-trailer. However, the level of fees collected is modest; only $164,000 in 1988/89, mostly ($142,000) from the transport of fertiliser.

A road-rail co-ordination committee meeting was set up to consider the future level and policy of rail protection fees. The Prime Minister wrote to the Premier in October 1988 querying the long-term necessity for the charges. Rail protection fees virtually guarantee Tasrail a basic level of cashflow which ensures a viable rail system.

Rail protection fees encourage the carrying of bulk commodities by rail rather than on the State's road system.

The Senior Transport Planner is carrying out a study of Tasmanian road and rail freight operations to provide a basis for alternative policy options. Consideration of the future of rail protection fees will need to balance the social and environmental costs of road haulage against the impediment they pose to Tasmania's overall economic growth.

Library and Information Services

Library

LIBRARY AND INFORMATION SERVICES

Developing and maintaining a comprehensive research library
Providing a broad based information service to Commission staff and to outside individuals and organisations
Distributing publications
Maintaining an extensive statistical database
Compiling the annual report, statistical bulletin and transport directory.

In a small State such as Tasmania limited financial resources do not allow the level of research and investigation carried out interstate and overseas. Considering that the outcome, for example, of a lengthy research project or a Select Committee's investigation, each of which may have cost thousands or hundreds of thousands of dollars to undertake, is summarised in an inexpensive report, the cost of acquiring, indexing and making accessible that report is minimal in the light of its potential to save the organisation unnecessary research or provide information otherwise unavailable.

The Research Library now contains over 6,700 books and reports and 499 serial titles. The process of adding data to the INMAGIC data base system was continued during the year and over 4,000 detailed descriptive records are now accessible. Total entries on the eleven databases operated by the library number over 10,000. These indexes include the Newspaper Index, Hansard Index, Index of Historic Events and Directory of Tasmanian Transport Organisations. Transactions carried out by the library during the year totalled over 26,500, including loans, queries, journal circulation transactions, and inter-library loans. The continued high workload carried by the section did not allow the reduction in delays originally hoped for. All work is however prioritised and for important requests for information the delay is minimal.

Statistics

Tasmanian Transport Statistics was produced and circulated to Government and industry. Of the 976 reference enquiries received by the library a large number required statistical informa-

tion. Work is underway to re-institute a quarterly bulletin titled Tasmanian Transport Indicators. This will show ten year quarterly time series data on ten selected areas of transport in Tasmania. The first issue will cover the September quarter and be ready in late October or early November.

Publications and Information Dissemination

Initial research was carried out on a fifty year history of Transport Tasmania. This will be edited and published during the current year. A directory of Tasmanian transport organisations was compiled and published and the section again produced the annual report in conjunction with Secretariat Division. During the year work was commenced on preparing a set of information leaflets. These are designed to be neat but inexpensive and contain clear information.. The first three produced were on driver's licences, public vehicle licences and motorcycle rider training. It is believed that eventually over twenty leaflets could be produced providing a guide to aspects of the Commission's activities most commonly queried by the public.

"The cost of acquiring, indexing and making available [a] report is minimal in the light of its potential to save the organisation unnecessary research or provide information otherwise unavailable."

THE STATE OF BASS STRAIT SHIPPING

The single most important factor affecting all aspects of transport in Tasmania is Bass Strait. Not surprisingly the effect of this stretch of water on the State, and ways of overcoming the disadvantages it imposes on Tasmanian business are constantly being addressed by The Economic Planning and Research Division. With much of Tasmanian industry relying on efficient and reliable sea transport this aspect has recently drawn particular scrutiny.

1959 saw the most significant development since the advent of steam powered vessels with the introduction to the Melbourne - Devonport run of the roll-on roll-off ship "Princess of Tasmania". While a variety of ships serviced the State during the 60s and 70s with some minor route changes, a degree of stagnation had entered the industry by the early 1980s. Three long established lines were operating nine ships. There was limited direct competition and cargo handling techniques were inefficient. The 1980s have been a watershed. Increased competition has occurred as new operators have entered the market. Efficiency has improved with new techniques being introduced and most importantly the cost of shipping a container across Bass Strait has been reduced dramatically.

The greatest reduction has been for large volume shippers who, with this increased competition, were able to negotiate rates of well below $1,000 for a container. For low volume shippers the reduction has been less marked though the average shipping cost for a container is now just over $1,000 compared to $1,200 in 1985.

Until 1985 Tasmanian services were dominated by the Australian National Line (ANL) and Union Bulkships. ANL served the Northern ports, Burnie, Devonport and Launceston while Union served Hobart. Both companies ran services to Melbourne and to Sydney and ANL ran to Brisbane and the North Queensland ports. ANL and Union had operated this pattern of services since the introduction of containerised roll-on roll-off freight services in the mid 1960s.

In the early 1980s ANL had a fleet of six ships, the three "trader" vessels ("Sydney, Brisbane and Townsville Traders" built in the late 1960s) the larger and more modern "Bass" and "Melbourne Trader "(based on a standard European design built in 1975 and 1976 respectively) and the passenger ferry "Empress of Australia". Until 1982 Union had used two large gas turbine powered ships and when these became uneconomic they introduced the "Seaway Hobart" and the "Seaway Melbourne" which are sister ships to the "Melbourne Trader". All these vessels carry containers which are loaded onto the ship by fork lifts. This has been dubbed the STO-RO system.

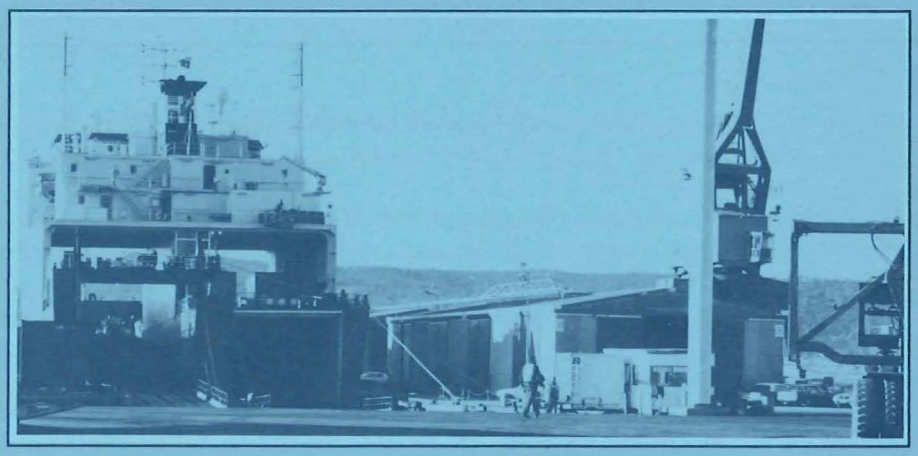
In 1984 ANL began to rationalise its shipping services and withdrew from Queensland. In Tasmania it ceased cargo

services from Devonport and in 1985 withdrew the "Empress of Australia". This year saw massive changes to Bass Strait shipping. The Tasmanian Government's TT-Line took on the Melbourne-Devonport passenger/cargo service with its 19,000 tonne "Abel Tasman" recently imported from Germany. At the same time Brambles introduced the "Mercandian" class vessel "Challenger B" on a three times weekly service between Burnie and Melbourne.

These two new entrants not only provided a degree of competition in Bass Strait shipping but also introduced new technology cargo handling arrangements. TT-Line brought back the use of road trailers as the cargo carrying unit in line with the latest European short sea practice (it had been tried in the early 1960's by ANL). Brambles used containers but loaded them onto the ship using MAFI trailers. These are low rigid trailers with only one axle capable of carrying four containers at a time and are loaded prior to the arrival of the ship.

When the ship arrives in port the MAFI trailers on the ship are towed off and the previously loaded MAFI's ashore are towed on. This greatly speeds up cargo handling rates compared to the STO-RO system and also uses less shore labour.

Following the withdrawal of its Queensland services ANL progressively phased out its "trader" vessels between 1985 and 1987. In early 1988 ANL lost a large contract for carrying paper for APPM to Brambles and sold the "Melbourne Trader". Thus in less than four years ANL had reduced its operations in Tasmania from six ships to one, the "Bass Trader". Brambles chartered the small Swedish RO-RO the "Gute" to help carry the increased volumes of cargo on its Burnie-Melbourne service.



Bramble's "Tasmania B", one of the most recent additions to the Bass Strait run.

Currently general cargo is shipped to and from Tasmania on 9 ships operated by five shipping lines:

Australian National Line:	Bass Trader
Brambles:	Tasmania B
	Gute
W.A. Stateships:	Pilbara
	Jon Sanders
Union:	Seaway Melbourne
	Seaway Hobart
Transport Tasmania:	Abel Tasman
(Inc TT-Line)	Straitsman

While four of these vessels have been employed in the service throughout, the replacement of each is under consideration. Of the ships recently introduced the "Challenger B" has already been replaced with the "Stena Topper" renamed "Tasmania B". The Tasmanian Government has been studying the options for replacing both "Straitsman" and the "Abel Tasman". It is understood that ANL may also announce the commissioning of a new freight vessel in the near future.

While Bass Strait shipping costs (particularly the shore based components) are still extremely high by world standards it is hoped that the initiatives currently being considered, namely coastal shipping, waterfront strategy and Northern Ports amalgamation will continue to overcome some of the difficulties faced by Tasmanian industry.

Part of the refurbished foyer area at 1 Collins Street

Secretariat Division

ADMINISTRATIVE SERVICES

SUPPORT SERVICES

PUBLIC RELATIONS

Administrative Services

ADMINISTRATIVE SERVICES

Providing Ministerial support
Providing support for Commissioner & Deputy Commissioner
Providing secretarial support for meetings & committees
Providing administrative support to Divisions
Administering airports - Smithton, Melaleuca, Bridport, Cape Barren

The Secretariat continued its liaison role, acting as a conduit between the Commissioner's and Minister's offices and then on through the various Divisions constituting Transport Tasmania.

Long Service Awards

Secretariat assisted all Divisions in the arrangement of important meetings and other functions. Throughout the year, it again liaised with officers from the Personnel and Industrial Relations Section in arranging the presentation of Tasmanian Government Extended Service Awards to the following officers:

Mr Paul William BYRNE (presented by the Premier)	40.5 years
Mr Kelvin Arthur UNDERLIN	35.9 years
Mr Barry HILL	25.7 years
Mr Murray HUTCHINS	25.5 years

Merit Awards

The Division liaised with several other Divisions, particularly Traffic Engineering and Personnel and Industrial Relations, on the introduction of a Merit Award. This action has been taken to reward staff for sustained excellence in the performance of their duties and the results achieved must reflect great credit on Transport Tasmania. The Merit Award itself is a framed print with a plaque and, in order to preserve its credibility, it will be issued to not more than one or two officers annually.

"The introduction of a merit award ... to reward staff for sustained excellence in the performance of their duties."

It is understood that the Merit Award will be sought after as something special and a positive reward for excellent service to the State. This will, in turn, enhance the image of Transport Tasmania.

Airports

The Commission owns and is responsible for the operation of the aerodrome at Smithton and authorised landing areas at Bridport, Cape Barren and Melaleuca.

No major capital or maintenance projects were undertaken during the year.

Support Services

SUPPORT SERVICES

Providing records control and management
Overseeing building management and maintenance
Carrying out control and maintenance of vehicles
Looking after health and safety
Operation of switchboard services

Records Management

The Secretariat is responsible for the filing of administrative and general records of the

SECRETARIAT DIVISION: OBJECTIVES AND TARGETS FOR 1989/90

1. Ensure all correspondence addressed to the Commission is processed promptly.
2. Continue the study into records management and to investigation of the options available for its improvment.
3. Cull the storage of unnecessary material stored in paper form.
4. Make savings in stationery requirements where possible.
5. Ensure that the pool vehicles for which the Secretariat is responsible are cleaned and maintained on a weekly basis.

Commission. Redundant files have been removed to a secondary storage area and a schedule is being compiled to regulate their eventual disposal.

A list of files is being entered to the main frame computer in preparation for the compilation of a keyword thesaurus which will be the basis of an automated records management system. Records personnel attended five seminars/workshops related to records management to keep them abreast of developments in this field.

Telephone Message System

Transport Tasmania was one of the first organisations in Hobart to introduce a telephone message system making use of the "lost time" while callers to the Commission are put on 'hold'. Put simply, it is a system of informing and entertaining our clients while they are awaiting attention. Pleasing background music is interspersed with useful information such as :- road safety hints, travel news relating to the Abel Tasman, water safety tips, reminders to register vehicles and similar messages. Feedback has been positive.

Building Maintenance

Maintenance of ageing buildings at 1 Collins Street is an on-going problem. Space for offices and stores is at a premium, while renovations are costly.

The foyer area at the Domain end of the building was refurbished, with pleasing results for the public as well as staff. The existing old hinged glass doors had reached the end of their working existence and were proving extremely difficult for elderly citizens to negotiate.

The automatic doors and fresh colour scheme have given this area a lift. As always, the team of cleaners was most co-ooperative during these renovations, operating under trying circumstances to keep the area clean and dust free.

The coil on the air conditioner in the Motor Registry was cleaned and its performance improved substantially to the benefit of staff working in this area.

Motor Vehicles

The Secretariat is responsible for the Commission's fleet of 110 vehicles. It also operates a small satellite pool of 6 vehicles from 1 Collins Street. There are also another 12 vehicles on long and short term hire from the Government central car pool which began operations last year.

Purchasing / Printing

Secretariat's supply and printing section continued its role in assisting other Divisions in printing material and placing orders on their behalf.

"The thrust of the Commission's public relations is to achieve an awareness in the community of the wide range of services provided by Transport Tasmania"

PUBLIC RELATIONS

Maintaining the Commission's corporate image
Organising displays
Overseeing preparation of Annual Report in conjunction with EPR Division.
Liaising with advertising agents

Public Relations

The thrust of the Commission's public relations is to achieve an awareness in the community of the wide range of services provided by Transport Tasmania. Secretariat again liased closely with the Information Services Section of The Economic Planning and Research Division in the preparation of the Commission's annual report.`

Accountant Rendell Ridge - one of a team introducing better financial methods.

Finance and Data Processing Division

ACCOUNTING

DATA PROCESSING

Accounting

ACCOUNTING

Accounting services to all Divisions including a separate section for TT-Line.
Co-ordination of budget estimates with each Division and with State Treasury.
Reporting on the budget position.
Arranging working finance.

During 1988/89 all major objectives were realised. These included:

- Receipt of the Auditor-General's certificate for both the Commission and TT-Line financial statements.
- A review of the present financial legislation relating to recurrent services. This review was undertaken with Treasury and a draft report was submitted on the findings.
- Development of a programme based budgetary system for the management of all recurrent expenditure, revenue and staffing resources.

Monthly reports on the performance of the "Abel Tasman" were provided to the Abel Tasman Advisory Board. These reports included information on a range of matters including passenger, vehicle and freight statistics, on-board spending, detailed information on bookings (direct and agents) and all items of expenditure. Accounting for holiday packages introduced during the year was a large task.

The Division participated in the evaluation of submissions on financing structures that could be applied to a replacement vessel for "Abel Tasman".

A major task was the finalisation of accounts for PTA Engineering which was sold to private enterprise on 30 June, 1988.

A spreadsheet system was designed for the Motor Registry Suspense and Drawing Accounts.

New Financial Arrangements

A Financial Management Seminar was arranged with the purpose of improving the skills of senior management in financial and economic matters.

The seminar covered the following aspects of Government budgeting:

1. Objectives
   Government budgets should enable or assist in:
   . planning for expenditure and review;
   . allocating resources between competing objectives;
   . guiding the administration and control of finances;
   . promoting co-operation in acceptance of policies and execution of plans;
   . assisting in comparison of planned performance with actual performance;
   . delegating responsibility for achieving objectives;
   . securing compliance with Government policy and objectives.
2. Cash expenditure or line item budgets.
3. Programme or performance budgets.
4. Zero based budgets.
5. Accrual budgets.
6. Committments budgets.

"Objectives realised included [the] development of a programme based budgetary system for the management of all recurrent expenditure, revenue and staffing resources."

DATA PROCESSING

Maintenance of the on-line Motor Registry System connected to all Motor Registry offices and the Police Department.
Bureau services to several Departments including Sea Fisheries, Metropolitan Transport Trust and the State Fire Commission.
Management of information through monthly and annual reports.
Maintenance of the Tasmanian wide communications network.
Support of the "Abel Tasman" Passenger Reservations System.
Office automation services.

FINANCE DIVISION: OBJECTIVES AND TARGETS FOR 1989/90

1. To ensure that the accounting records and other financial statements of Transport Tasmania for the 1988/89 financial year are approved by the Auditor-General without qualification.

2. In conjunction with Treasury, undertake and complete a review of the current funding legislation in relation to recurrent services.

3. To provide the Commission and each Divisional Head with regular committed expenditure and revenue reports related to budget estimates, including budget projections over the whole financial year.

4. To carry out a cost benefit analysis for computerisation of all major applications including :-
   a) stores inventory;
   b) records management;
   c) Motor Registry
      - Suspense Account / Drawing Account
      - standard letters (on line)
      - bulk renewal transaction (common expiries)
      - overdue renewal notices
      - vehicle inspection notices;
   d) TT-Line - management information system;
   e) and to establish a prioritised D.P. work programme to accommodate required applications.

At the conclusion of the Seminar, Finance Division presented a plan developed for managing resources in 1989/90.

The plan has been developed based on programme budgeting techniques and will be introduced into the Commission from 1 July 1989. The plan relies heavily on clearly defined structures, performance indicators, constant reviews for measuring effectiveness and the regular reporting of results.

Data Processing

In May 1989 major upgrades of the Commission's processors occurred. These included:

- A Prime 4050 with 16 M/B of memory replaced the Prime 750 which had serviced the On-line Motor Registry System since 1980.
- A Prime 9955II replaced the Prime 9750 which had processed bureau applications for several years.
- The Prime 750 replaced the Prime 550 as the Commission's Development system.

At the same time the back-up procedures for all Prime systems were changed extensively.

The purchase of two Exabyte tape units which are capable of storing two thousand million characters of data on eight MMS of cartridge, has dramatically changed the time needed to back up each day's transactions. These facilities have enabled twenty four hour access by the Police Department to the Motor Registry records.

Major tasks undertaken during the year were:

- Development of the Vehicle Identification Number system. This system lists all stolen vehicles throughout Australia.
- Modification to the Public Vehicle Out of Area system to allow for the new legislation designating that Tasmania is now divided into three licensing areas as compared to nine previously.
- A Bicycle Register - this system allows for all bicycles to be given a registration number which is recorded and is on-line to the Police Department.
- The development of the 3% Superannuation Accumulation which provides for future superannuation entitlements to all members of the State Service.
- The development of a Stores system for the Traffic Engineering Division.
- Commencement of software that will enable motor vehicle registrations to be paid by credit cards.
- Development of software that will provide Management with control over revenue and expenditure on a programme basis.
- System design and specification of a Records Management system.

Many changes were made to "Ferrypars", the TT-Line Passenger Reservation Booking System. The design and introduction of the Wait List and Bank Settlement Plan facilities were major tasks. Marketing initiatives particularly in relation to Holiday Packages resulted in numerous software changes.

In April 1989 tenders were called for the replacement of hardware and software associated with "Ferrypars".

Although the Reservation system is an excellent facility it has limitations in that the hardware, presently an ICL ME54, cannot be upgraded before the software is re-written or converted to run on a higher level operating system. The new system will include software for processing and costing Holiday Packages and will require communication software that will enable agents throughout Australia to access "Ferrypars" through established Airline systems.

Peter Edwards with training course participation certificate holders Kim Langford, Leonie Russell and Jack Steele.

PERSONNEL AND INDUSTRIAL RELATIONS SECTION

PERSONNEL SERVICES

INDUSTRIAL RELATIONS

PERSONNEL

PERSONNEL

Undertaking manpower planning
Carrying out staff selection
Undertaking counselling
Managing training and development
Supervising occupational health, welfare and safety
Maintaining consistent personnel procedures and practices
Maintaining staff records

TRAINING AND DEVELOPMENT

During the year staff attended various courses to improve or upgrade their skills. Courses attended included:

- Management Practices
- Counselling
- Stress Management
- Negotiation Skills
- Counter Disaster Planning
- Public Contact
- Staff Selection
- Introductory Accounting
- Records Management
- Report Writing
- Financial Management
- Effectiveness Training
- Computer Awareness

Most courses attended by staff were designed and provided by the Department of Public Administration, Hobart Technical College or external consultants. Of particular importance has been the attendance over the last 3 years of 23 managers at a Management Practices Program.

SEMINARS

Seminars on retirement arrangements for senior staff were co-ordinated by the Division, and other staff meetings on such matters as recruitment and occupational safety procedures were held throughout the year.

The Divisions sees "people participation" and working groups as key elements in improving communication and creating awareness of the activities of Transport Tasmania. These seminars are one means of improving communication.

"Of particular importance has been the attendance over the last three years of 23 managers at a management practices Programme."

OCCUPATIONAL HEALTH, WELFARE AND SAFETY

Advice was given on issues such as workers compensation and health, welfare and safety matters affecting staff and their working environment. The services of TASCARE, Occupational Health Specialists, have been engaged to provide medical and rehabilitation services for staff where required.

The appointment of key First Aid Attendants in all offices of Transport Tasmania throughout the State. Courses in cardio pulmonary resuscitation were run for 30 staff in Hobart.

The Division also co-ordinated the introduction of a subsidised staff uniform scheme, for female staff. This has been well received by well over half of the staff statewide.

STAFF ESTABLISHMENT

The Division continued work on Human Resource Planning, staff establishment and overtime reporting. During the year, in line with Government policies the core staff number was reduced. At 30 June 698 staff were employed by the Commission. This figure includes part time staff, the total FTE being 623.

INDUSTRIAL RELATIONS

INDUSTRIAL RELATIONS

Managing Transport Tasmania industrial matters
Minimising industrial conflict
Liaising and negotiating with unions
Representing Transport Tasmania at Federal and State Industrial Tribunals

This section has been active in most areas of Transport Tasmania during the year particularly with National Wage Case matters. In both seagoing and shorebased industrial relations arenas, good personnel practices averted industrial conflicts.

However, not all problems are resolved without an arbitrator. The Section's Director, Industrial Manager and Assistant Industrial Manager represented Transport Tasmania several times before State and Federal Industrial Tribunals.

"In both seagoing and shore based industrial relations arenas good personnel practices averted industrial conflicts."

MARITIME INDUSTRY ADVISORY COUNCIL (MIAC)

This Council, under the Chairmanship of the Minister for Industrial Relations, was established in 1982 as a means of maintaining reliable and efficient transport links with the mainland and overseas. The Council is essentially a forum for the monitoring of Tasmanian transport by sea, air and land, and is vitally concerned with obtaining exemptions from transport related disputes.

The Personnel and Industrial Relations Section plays a key role in MIAC and currently the Industrial Manager of the Section is Secretary of the Council. On many occasions this year, by direct approaches to the unions involved or through the ACTU, Tasmanian trade was exempted from disruption or disruptions were minimised during times of industrial disputes.

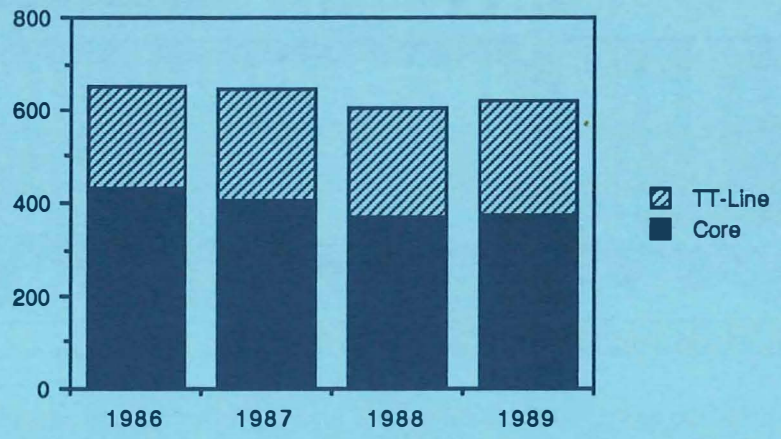
WIDE SOCIAL RESPONSIBILITY

During the year the Section, with the co-operation of all Divisions, achieved a goal to actively increase promotion of the Commission as a complete transport learning environment for staff and the wider public alike.

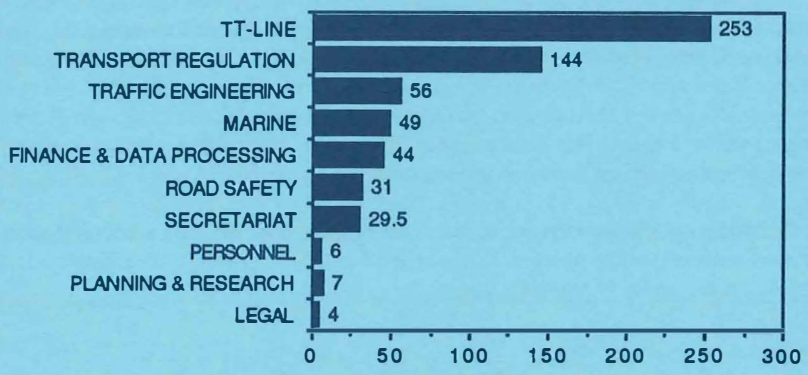
This goal was achieved through measures including:-

- Co-ordinating familiarisation tours of the Commission's activities for staff.
- An induction seminar for new staff.
- Interview simulations with students at schools and the Hobart Technical College.
- A record intake of work experience students, including adults, achieved through the valuable assistance of Divisions and their staff.
- Careers counselling at schools and the University.
- Management of an employment register and locating applicants when suitable.
- Promoting the Australian Traineeship Scheme and Cadet Scheme. Two new Australian Traineeship participants will be recruited in the 1989/90 financial year.
- Promoting cultural and other visits by staff to other organisations e.g. 2 Motor Registry staff attended a seminar to advise migrants from various countries on driver licensing requirements.

Transport Tasmania.
Full time equivalent staff numbers



Transport Tasmania
Composition of workforce



PERSONNEL AND INDUSTRIAL RELATIONS SECTION: OBJECTIVES AND TARGETS FOR 1989/90

1. To establish a comprehensive computer based Human Resources Management Information System for Transport Tasmania.
2. To examine, review and report regularly on the appropriateness of the Agency's establishment, and to ensure that personnel resources are effectively deployed to carry out their functions.
3. To identify and implement ways of motivating the workforce for the mutual benefit of the Agency and its employees.
4. To measure individual performance by developing a standard staff appraisal procedure for all staff.
5. To identify the training needs of the Agency and its personnel and to formulate a comprehensive program for implementation.
6. To maintain a cost effective occupational health, welfare and safety service resulting in a measurable reduction in:
   (a) the incidence of sick leave;
   (b) the number of work related accidents; and
   (c) the total number of lost work days.
7. To foster good industrial relations leading to the elimination of the need to resort to arbitration.

Assistant Solicitor Tom Holmes - represented the Commission in court on many occasions during the year

LEGAL SUPPORT (INCLUDING TT-LINE)

LEGAL SECTION

LEGAL SUPPORT

Providing legal advice for all Divisions
Drafting legislation
Providing general legal support to the Commission
Providing legal support for Metropolitan Transport Trust

Transport Regulation

The Transport Regulation Division continued to be a major client of the Section. An increased number of driver's licence appeals fought by the Section during the year resulted from increased efforts by the Registrar of Motor Vehicles to keep bad drivers and repeat offenders off the road. At the same time, the success rate has increased possibly indicating that magistrates are becoming more willing to accept the idea that a driver's licence is a privilege and not a right. It is also being recognised that licence restoration after disqualification ought not be regarded as automatic.

Public licensing appeals on the other hand decreased from 27 the previous year to 20 for this year. Of these 6 were upheld, 11 dismissed or withdrawn and 3 adjourned. This pattern is consistent with previous years.

Marine

The Section was involved in a wide range of marine matters originating from the Commission's involvement with the King Island shipping service, Bruny Island ferry and TT-Line. During the year the Section expended considerable effort on behalf of TT-Line. Constant vigilance in respect of workers compensation claims has contributed to reductions in expenditure by the Line. In addition the Section was involved in setting up the contract with Tamar Steel Boats for the construction of the new Bruny Island ferry due for completion in 1991.

TRANSPORT COMMISSION

FINANCIAL STATEMENTS 1988/89

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TT-Line Profit & Loss	p. 58
TT-Line Balance Sheet	p. 59

4. DETAILED FINANCIAL STATEMENTS Published separately

A detailed financial report is available separately. It contains the financial statements as forwarded to the Auditor General. Copies can be obtained from The Manager, Information Services, Phone (002) 389 292.

FINANCIAL SUMMARY

	1985	1986	1987	1988	1989
Transport Commission Net Loss	6,997,772	6,150,226	6,162,342	6,704,055	7,250,688
Traffic					
Received from Under Treasurer					
Motor Registration	3,185,000	3,270,000	3,283,499	3,453,573	3,511,696
Traffic Engineering	937,000	907,000	1,700,906	2,018,000	2,277,449
Other receipts	1,756,106	1,862,703	1,102,538	973,943	870,224
Motor Registration Expenditure	3,841,110	3,989,719	4,034,539	4,251,045	4,352,366
Traffic Engineering Expenditure	2,069,794	2,071,337	1,890,799	2,169,307	2,000,387
Balance	32,798	21,353	161,605	25,164	6,506
Road Safety					
Funding	840,000	810,000	794,335	867,665	1,157,107
Administration and other costs	692,377	679,153	735,896	810,189	981,411
Publicity	122,049	123,089	71,174	77,645	197,924
Balance	25,574	7,758	(12,735)	(7,434)	(22,228)
Planning and Research					
Funding	N/A	306,964	293,071	326,181	350,128
Expenditure	N/A	306,964	284,572	320,118	342,198
Balance	N/A	0	8,499	6,063	7,930
Bruny Island Ferry					
Revenue	268,698	436,246	510,554	547,901	547,901
Expenditure	658,458	726,237	877,625	779,602	779,602
Depreciation, etc	56,194	54,918	53,777	52,661	52,661
Profit/(Loss)	(599,529)	(502,596)	(583,144)	(456,189)	(410,323)
King Island Shipping Service					
Revenue	4,407,275	4,444,610	4,442,352	5,153,472	5,992,721
Expenditure	5,189,583	4,426,689	4,085,767	6,633,373	7,739,655
Depreciation, etc	106,329	17,551	16,711	17,713	17,546
Profit/(Loss)	(844,899)	(156,588)	(420,848)	(1,497,614)	(1,764,480)

	1985	1986	1987	1988	1989
TT-Line					
Revenue	N/A	27,526,946	34,950,673	39,797,783	46,038,437
Expenditure	N/A	28,636,854	30,598,938	33,396,193	36,342,419
Interest and Other	N/A	1,171,074	2,652,687	3,079,397	3,212,146
Profit/(Loss)	N/A	(2,280,982)	1,699,048	3,322,193	6,483,872
OTHER					
Registration and Drivers Licence Fees	7,155,331	7,253,254	7,517,935	9,946,475	10,892,641
Motor tax Revenue	18,194,934	18,780,681	18,755,733	18,955,872	19,782,002
Stamp Duty	20,596,481	15,406,376	16,749,424	16,365,267	19,192,510
Number Plate Receipts	211,086	215,695	205,730	216,269	245,906
Miscellaneous Fees and Charges	112,243	130,314	130,465	123,932	190,738
Public Vehicle Fees	176,137	145,367	165,012	235,091	189,510
Public Vehicles Plates and Labels	8,009	8,842	15,483	23,928	27,418
Rail protection fees	167,220	144,508	164,014	235,091	189,510
Fire Service levy	1,505,984	1,554,908	1,563,825	1,582,944	1,631,191
Motor Vehicle Securities	166,151	213,782	183,890	202,526	202,634
Vehicle Inspections: Fines, Penalties and Costs	149,827	147,456	211,082	219,183	284,639
Fees - Motor Cycle Rider Training Scheme	59,040	71,245	74,785	85,935	76,410
Taxi Buy-Back Scheme					
Receipts	120,083	120,185	233,195	336,809	815,425
Payments	111,519	17,074	20,810	21,372	470,275
Balance	8,564	103,011	212,385	315,437	421,075

OTHER SCHEMES AND ARRANGEMENTS

(These are financed from Consolidated Revenue and accounted for by Transport Tasmania)

	1985	1986	1987	1988	1989
Free passes and special concessions on road, rail and ferry services	16,916	18,986	5,102	1,538	1,534
Subsidy to ensure continuity of the Flinders Island Shipping Service	150,247	321,679	201,116	180,272	218,876
Kingston Bus Service subsidy	31,293	49,531	24,686	23,000	52,000
Concessional travel for pensioners and unemployed - payment to private bus operators	498,189	509,426	605,000	740,000	780,000
Concessional travel for pensioners and unemployed - payment to ferry operators	2,002	2,327	3,591	3,949	3,806
Pensioners on King and Flinders Islands - air travel subsidy	1,182	2,213	1,363	2,592	4,971
Residents of King and Flinders Islands - air travel subsidy	35,975	58,000	115,152	125,000	140,000
Taxi service for disabled - subsidies	1,968	80,000	200,000	340,000	460,000

TRANSPORT COMMISSION
BALANCE SHEET AS AT 30 JUNE 1989
TRANSPORT ACT 1981, SECTION 18 (1e)

1988	NATURE AND SOURCE OF FUNDS			1989
$	Permanent Capital (Note 2)			$
3,524,385	Interest Bearing Loans: State Treasury		3,262,128	
65,056	Interest Bearing Loans: Other Sources		125,056	
3,589,441				3,387,184
	Working Capital (Note 3)			
3,140,429	Interest Bearing Advances from State Treasury for Working Expenses, Purchase and Manufacture of Stores		4,262,784	
62,865,394	Non-Interest Bearing Contributions from Consolidated Revenue for Losses 1.7.74 to 30.6.87		69,569,446	
66,005,823			73,832,230	
69,569,446	LESS Losses 1.7.74 to 30.6.88		76,820,134	
3,563,623Dr	Total Net Funds for Working Capital			2,987,904 Dr
532,361	Loan Redemption Reserve (Note 4)			547,810
117,177	Contribution by Commonwealth Government Towards Reduction of Loan Liability			124,942
2,674,502	Asset Replacement Reserve			2,935,943
-	Provision for Re-establishment (Note 5)			50,000
-	Provision for loan amortisation (Note 2)			17,000
3,349,858	TOTAL FUNDS FOR ALL PURPOSES			$4,074,975
	THIS SUM IS REPRESENTED BY			
	Fixed Assets (Note 6)			
1,278,944	Marine Services, Plant, Equipment		1,287,974	
758,738	LESS Provision for Depreciation		824,643	
520,206				463,331
2,307,704	Land and Buildings		2,225,392	
443,830	LESS Provision for Depreciation		493,866	
1,863,874				1,731,526
611,760	Aerodromes and General		611,760	
3,830	LESS Provision for Depreciation		10,639	
607,930				601,121
1,320,175	Computer Equipment		1,367,592	
811,265	LESS Provision for Depreciation		947,734	
508,910				419,858
3,500,920	Total Net Fixed Assets			3,215,836
	Investments (Note 7)			
2,967,719	Depreciation Funds Invested with State Sinking Fund Commissioners			3,421,040
	Current Assets			
1,180,494	Bank and Cash in Transit	1,293,599		
28,095	Advances Held by Officers	29,588		
730,181	Sundry Debtors	1,089,635		
161,290	Stock on Hand, Materials and Works in progress	182,185		
85,750	Prepayments	74,213		
2,185,810			2,669,220	
	LESS Current liabilities			
4,785,305	Sundry Creditors	5,676,487		
900,000	Prepaid sale proceeds (Note 8) PTA Engineering	-		
5,685,305				5,676,487
3,499,495Cr	Total Net Current Assets			3,007,267Cr

380,714	Deferred Assets (Note 9)	445,366
$3,349,858	TOTAL NET ASSETS	4,074,975

	CONTINGENT LIABILITIES	
1,604,899	Long Service Leave	1,594,796
892,162	Annual Leave	953,553
$2,497,061		$2,548,349

TRANSPORT COMMISSION
NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS
FOR THE YEAR ENDED 30 JUNE, 1989

1. Statement of Accounting Policies

1.1Statutory Requirements

The Statements have been prepared in accordance with relevant provisions of the Transport Act 1981. A separate Financial Statement has been drawn up for P.T.A. Engineering for the period 1 July 1988 to 14 April 1989.

1.2 General

The accounting policies generally applied and underlying the Financial Statements encompass the accrual and going concern bases of accounting. The year-end accruals have taken into account the wages and salaries due to be paid to the 30 June, 1989.

1.3 Accounting Standards/Regulations

The accompanying Financial Statements have been prepared in accordance with the Accounting Standards issued by the Australian Accounting bodies.

1.4 Depreciation

Fixed assets are valued at cost and with the exception of land, are depreciated on the straight line method using rates designed to write off assets over the expected economic life of the asset.

1.5 Insurance

All assets that are insured are covered under policies held by the Tasmanian Government Insurance Office.

2. Loans

Until 30 June, 1985, loans were provided by the State Government. Under the terms of Section 12(a) of the Transport Act, 1981, loans since that date have been provided by the Tasmanian Public Finance Corporation (Tascorp).

"Tascorp" loans amounting to $65,056 are due for repayment on 15 December 1992. This year, for the first time, an amount has been provided to repay these loans. An annual provision of $17,000 per year for 3 years, plus interest, will enable the loan to be repaid on maturity. The assets to which these loan funds have been applied are not depreciable.

In 1988/89 $60,000 was raised through "Tascorp" to fund work on the new Motor Registry Office and Inspection Station at Burnie.

3. Working Capital

Annual losses of the Commission are re-imbursed from the Consolidated Fund and are non-interest bearing loans as provided under Section 19(2) of the Transport Act 1981.

The trading divisions of the Commission incurred an increased working loss of $0.392 m primarily as a result of increased vessel operating costs for the Bruny Island Ferry Service ($158,206) and Coastal Shipping Service ("Straitsman") terminal costs ($786,630). Stevedoring costs at the three Coastal Shipping terminals (included in terminal costs) increased by $228,483 while wharfage costs increased by $206,719.

Total Commission debt varies with that recorded at Treasury by an amount of $30,804. PTA Engineering financial records previously maintained at the complex recorded an account entitled "Capital Head Office" and it is understood to have been advanced when operations commenced in the 1940s. To clear the entry from PTA's ledger, the amount was transferred to PTA Treasury Advances which was then assumed by Treasury. It is proposed to write this sum back as revenue in the 1989/90 financial year.

4. Commonwealth Government Sinking Fund Contributions

This item varies with Treasury records of the same item due to the Commission's practice of accounting for reductions in the Fund of contributions made over the years to identifiable assets (generally Marine), when those were sold or retired/fully depreciated. These contributions are included when calculating profits/losses on assets sold.

5. Provision for Re-establishment

In 1983/84, the Commission purchased a property at Moonah with the intention of constructing a motor vehicle inspection station. Following reviews, this property was sold in 1988/89 and arrangements made to re-establish at Mornington. Additional costs to set up the operationare estimated at $50,000 and provision for this has been made out of the gain on sale of the Moonah property. Final decisions on funding the new site have not been reached.

6. Fixed Assets

Fixed assets are shown in the Financial Statements at cost of acquisition. Fully depreciated assets, including "Straitsman", are excluded from the Balance Sheet. The initial acquisition value of these assets totalled $3,157,578.

During the year the Commission reviewed its depreciation practices. One of the changes implemented was the alignment of rates which resulted in an additional charge for 1988/89 of approximately $24,000.

7. Investments

Under Section 17 of the Transport Act 1981, the Commission must invest any funds it sets aside for depreciation with the State Sinking Fund Commissioners.

Interest earned on Depreciation Fund investments has been brought to account as income for the two trading segments (Coastal Shipping Service and Bruny Island Ferry Service). All other interest earned by the fund has been credited to the Asset Replacement Reserve with the approval of the Under Treasurer to enable the Commission to meet impending major capital expenditure.

Interest earned on the investment of Data Processing depreciation funds ($22,736) has been credited to the Asset Replacement Reserve. In the opinion of the Commission, Data Processsing is not a trading operation. This represents a change in accounting practice from that adopted in 1987/88 when interest was credited to Data Processing revenue.

8. PTA Engineering

Costs incurred on behalf of PTA Engineering have been separately recorded in the Profit and Loss Statement. Interest earned by investments in the Depreciation Fund has also been brought to account in the Commission's Profit and Loss Statement: PTA Engineering ceased to exist after 30 June 1988. As from that date, loans, working capital advances and associated interest charges have been transferred to the Department of Finance.

The 1988 comparative figures for Current liability Prepaid Sale Proceeds was adjusted following audit to correct the allocation between the Transport Commission and PTA Engineering Financial Statements.

9. Deferred Assets

These assets are temporarily financed from revenue funds and written off to working accounts over the expected economic life of the asset.

10. Interest on Treasury Loans and Advances

Interest charged to the respective Trading and Profit and Loss accounts reflects the net cost of interest charged by Treasury after allowing credits for capital reductions of loans and monies held on deposit at Treasury. In 1988-89, these credits amounted to $149,100 and $107,891 respectively.

11. Consolidated Fund Statements

Treasury and Commission records differ as to amounts transmitted to Treasury due to end of year collections being forwarded after the 30th June.

12. Waterside Workers Federation, Stanley - Joint Venture

An agreement commenced on 11 April 1988, with the Stanley branch of the Waterside Workers' Federation for the purpose of promoting the efficiency of the operation to the joint benefit of the parties and of shippers. The benefit to the Federation in 1988/89 amounted to $49,760.

13. Coastal Shipping Service

A cost analysis for the coastal shipping service appears in the detailed Statement of Accounts available on request from Transport Tasmania.

14. Reconciliation of Funds from Operations with Net Loss

Net Funds Outflow from Operations		6,829,245
Add:		
Depreciation	274,668	
Loan Amortisation	17,000	
Re-establishment	50,000	
Consolidated Fund Balances	79,775	421,443
Net Loss 1988/89		7,250,688

15. Commitment, Replacement Bruny Island ferry

Contractual documents have been finalised for the construction of a new ferry to replace the "Mangana". The contract price is $5.2 million of which $260,000 was paid in July 1989.

TRANSPORT COMMISSION
PROFIT AND LOSS STATEMENT FOR THE YEAR ENDED 30 JUNE, 1988
TRANSPORT ACT 1981 - SECTION 18(1)(a)

1987/88 $		$	1988/89 $
	Revenue		
233,503	Public Vehicle Licence Fees	334,890	
110,000	Contribution from Department of Main Roads towards cost of Inspection and Weighing of Motor Vehicles	125,000	
180,050	Contribution from Motor Registry towards inspectionof Motor Vehicles	194,300	
-	Interest Earned on Sinking Fund Investments	73,880	
32,163	Vehicle Escort Fees	34,533	
145,570	Vehicle Inspection Fees	162,355	
41,450	Miscellaneous	87,751	
742,736			1,012,709
	Data Processing		
430,576	External	391,595	
762,008	Internal	800,500	
77,627	Interest Earned on Sinking Fund Investments	-	
1,270,211			1,192,095
2,012,947			2,204,804
	Less Expenditure		
1,781,976	Balance from Consolidated Trading Statement (Bruny Island & Coastal Shipping Services)		2,174,803
	Secretariat		
779,927	Salaries, Wages and Payroll Tax	864,090	
221,591	Superannuation/Pensions and Gratuities	227,512	
241,004	Phones, Power	258,792	
337,294	Other Costs	342,092	
1,579,816			1,692,486
	Legal		
221,218	Salaries, Wages and Payroll Tax	151,699	
35,353	Other Costs	60,908	
256,571			212,607

	Industrial and Personnel		
255,162	Salaries and Payroll Tax	335,505	
36,566	Other Costs	48,323	
291,728			383,828
	Finance Branch (Including Internal Audit)		
587,489	Salaries, Wages and Payroll Tax (Net)	700,662	
216,486	Superannuation and Gratuities	214,158	
159,852	Other Costs	152,188	
963,827			1,067,008
	Data Processing		
555,896	Salaries, Wages and Payroll Tax (Net)	564,247	
164,611	Repairs and Maintenance, Prime Equipment	164,611	
172,203	Other Costs (Including Purchases/Alterations)	215,471	
892,710			958,154
	Marine Division - Non-Operating		
125,898	Salaries, Wages and Payroll Tax	126,301	
13,108	Other Costs	16,137	
139,006			142,438
	Public Vehicle Control - Public Vehicles		
308,856	Salaries, Wages and Payroll Tax	296,999	
70,885	Superannuation and Gratuities	82,730	
50,437	Postage and Printing	41,731	
64,824	Other Costs	101,986	
495,002			523,446
	Vehicle Standards		
993,217	Salaries, Wages and Payroll Tax	1,019,457	
49,059	Superannuation and Gratuities	60,059	
23,188	Postage and Printing	15,828	
99,245	Motor Vehicle Costs	99,245	
160,083	Other Costs	211,367	
1,305,136			1,405,956
-	**PTA Engineering** Miscellaneous costs		9,459
7,705,772			8,750,185
	DEPRECIATION		
	Non-Trading Sections		
21,319	Buildings	51,190	
144,843	Prime Computer Equipment	136,469	
23,152	Provision for Loan Redemption	17,007	
189,314			204,666
	Interest on Treasury Loans & Advances		
165,700	Bruny Island Ferry Service	167,142	
33,096	Coastal Shipping Service	2,917	
503,032	Non-Trading Sections	481,221	
701,828			651,280
	Interest on Depreciation Fund Monies used for Purchase of New Assets, Section 17(7) of the Transport Act 1981		
6,127	Bruny Island Ferry Service	6,182	
23,371	Coastal Shipping Service	23,581	
90,590	Non-Trading Sections	108,862	
120,088			138,625
	Provisions		
-	Re-establishment	50,000	
-	Loan Amortisation	17,000	67,000
8,717,002	**Total Expenditure**		9,631,756
	Gain on Sale of Assets		176,264
6,704,055	Loss transferred to Net Revenue Appropriation Statement		7,250,688

TT-LINE
FINANCIAL STATEMENTS
STATEMENT OF TRADING ACCCOUNT (SUMMARY)
AS AT 30 JUNE 1989

1987/88 $		NOTE	1988/89 $
39,797,783	REVENUE	2	46,038,437
	EXPENDITURE	4	
1,992,812	1 ADMINISTRATION		2,330,177
4,173,095	2 TERMINAL OPERATIONS - FREIGHT		4,211,766
3,965,353	3 TERMINAL OPERATIONS :- - PASSENGER/VEHICLES		4,604,474
1,491,231	4 MARKETING		1,823,288
	5 ABEL TASMAN OPERATING COSTS		
18,854,509	a) OPERATING COSTS		19,814,558
1,726,742	b) CATERING AND PASSENGER SERVICES ON BOARD COSTS		2,281,517
1,192,451	6 COMMISSION ON RESERVATIONS		1,276,639
33,396,193	TOTAL EXPENDITURE		36,342,419
6,401,590	BALANCE CARRIED TO PROFIT AND LOSS ACCOUNT		9,696,018

TT-LINE
FINANCIAL STATEMENTS
STATEMENT OF PROFIT AND LOSS ACCOUNT
AS AT 30 JUNE 1989

1987/88 $		NOTE	1988/89 $
6,401,590	Balance from Trading Account		9,696,018
(1,582,342)	Interest on Loans and Advances		(1,347,691)
4,819,248	Operating Profit		8,348,327
(4,747,055)	Depreciation (including Amortisation)	1-4-3	(4,766,408)
3,250,000	Deferred Income - Commonwealth Grant	1-4-4	3,250,000
	Abnormal Item		
	Long Service Liability (Crew)	1-4-6	(348,047)
3,322,193	Profit Transferred To Appropriation Account		6,483,872

APPROPRIATION ACCOUNT
AS AT 30 JUNE 1989

(581,934)	Accumulated Profit (Loss) Brought Forward	2,740,259
3,322,193	Profit Transferred	6,483,872
2,740,259	Retained Profits	9,224,131

TT-LINE
FINANCIAL STATEMENTS
BALANCE SHEET AS AT 30 JUNE 1989
TRANSPORT ACT 1981 SECTION 18

1987/88 $		NOTE	1988/89 $
	CURRENT ASSETS		
1,219,886	Receivables	5	1,670,209
347,541	Prepayments	12-2	1,418,818
338,646	Inventories on Hand	6	447,506
8,200,000	Investments	7	16,750,000
10,106,073	Total Current Assets		20,286,533
	NON-CURRENT ASSETS		
31,721,885	Property, Plant and Equipment	9	27,157,046
41,827,958	TOTAL ASSETS		47,443,579
	CURRENT LIABILITIES		
320,143	Cash at Bank/Advances		349,060
2,961,214	Creditors	8	3,786,709
1,015,867	Provisions	1-4-6,11	2,437,192
1,921,638	Reservations Received in Advance	1-4-7	2,027,650
6,218,862	Total Current Liabilities		8,600,611
	NON-CURRENT LIABILITIES		
10,118,837	State Loan - Capital Items	10	10,118,837
16,337,699	TOTAL LIABILITIES		18,719,448
25,490,259	NET ASSETS		28,724,131
	THESE ASSETS ARE REPRESENTED BY:		
	CAPITAL AND RESERVES		
2,740,259	Retained Profits		9,224,131
	GRANT		
22,750,000	Commonwealth - Interest Free Grant	1-4-4	9,500,000
25,490,259	TOTAL CAPITAL AND GRANTS		28,724,131

TT-LINE
NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS
FINANCIAL YEAR ENDED 30 JUNE 1989

These notes form part of and should be read in conjunction with the Financial Statements of the Transport Commission, Bass Strait Ferry Service.

1.Statement of Accounting Policies
The following significant accounting policies have been adopted in the preparation of the financial statements for the year ended 30th June, 1989. Unless otherwise stated, such accounting policies were also adopted in the preceding years.

1.1 Statutory Requirements
The Statements have been prepared in accordance with Section 19A of the Transport Act, 1981, which makes special provision for the Commission to prepare separate accounts for a 'Prescribed Branch'. The Treasurer has determined that the Bass Strait Ferry Service "TT-Line" is a Prescribed Branch.

1.2 General
The accounting policies generally applied and underlying the Financial Statements encompass the accrual basis and going concern basis of accounting. The year end accruals have taken into account the wages and salaries due to be paid to the 30th June 1989.

The accounts have been prepared under the historical cost convention and do not reflect changes in the purchasing power of money.

1.3 Accounting Standards/Regulations
The accompanying Financial Statements have been prepared in accordance with the Accounting Standards issued by the

Australian Accounting bodies and the International Accounting Standards Committee.

1.4 Accounting Policies

1.4.1 Stores and Provisions
Stores consisting of bunking fuel, lubricants, marine stores, food and beverages and souvenirs are valued at the lower of cost and net realisable value. Costs are assigned using the average cost method.

1.4.2 Fixed Assets
Fixed assets are stated at cost and disclosed in the Financial Statements at the cost of acquisition less accumulated depreciation.

1.4.3 Depreciation / Amortisation
Depreciation is being provided as from 1987/88 at an accelerated rate over the remaining life of the depreciable assets. The financial effect of this is shown in Note 3.

1.4.4 Commonwealth Government Grant
The Commonwealth Government Grant received by the State to assist the Bass Strait Ferry Service operation for the ten year period ended 30th June, 1995, has been recognised as income in the Financial Statements in accordance with International Accounting Standard 20.
The financial effect is disclosed in the Profit and Loss Appropriation Statement. (Page 2)

1.4.5 Insurance

The following insurance cover is maintained :
- Computer reservations and stock control system.
- General average/salvage insurance on accompanied vehicles and passenger's luggage.
- Protection and indemnity (excluding crew liabilities).
- Public Liability.
- Hull and machinery.
- Disbursements (including provisions and freight).
- Malicious damage.
- Property cover -
  (a) Station Pier
  (b) Devonport Terminal.
- Motor vehicle cover.
- Miscellaneous cover - includes loss of money in transit.
- Fidelity guarantee and contents cover.

1.4.6 Provisions

(1) Employee Benefits
- Annual Leave (Staff)
Annual Leave represents the accrued entitlement of each employee at the balance date, based on the current wage or salary rates.
- Long Service Leave (Staff)
Long service represents the accrued entitlement of each employee at the balance date, based on the current wage or salary rate.
- Crew Leave
Crew Leave represents the accrued entitlement of each employee at the balance date, based on the current wage or salary rate.
- Superannuation and Retirement Benefits
An amount of $208,423 has been charged to Trading Account for the year relating to employer contributions to future retirement liabilities and employer 3% superannuation accumulation.
The basis of the retirement contribution, based on actuarial advice, is -
- The contributions are 2.6 times the employee's contributions.
This is a change from the 3.3 applied in 87/88, resulting in a decreased charge of $44,158.
- Interest is credited based on the average of the opening balance, plus the provision this year, less payments, plus employees contribution, multiplied by 12%.

The financial effect of the superannuation provision is shown in Note 11.

- Long Service Leave Ratings (Crew)
The ratings Long Service Leave liability agreement with Australian Maritime Industry provides industry funding and portability of Long Service Leave for ratings on register "A". TT-Line's share of the liability is $571,302. An amount of $223,255, being the increase in liability during 88/89 has been charged to the Trading Account, with the balance of $348,047, being shown as an abnormal item for 88/89 in the Profit and Loss Account.
The above is a change in policy from prior years to provide for ratings Long Service Leave.
The financial effect of this change is shown in Note 11.

1.4.6 Provisions (cont'd)

(2) Other
-Vessel - Dry docking
An annual provision has been made for the dry docking of the "Abel Tasman" which occurs each two (2) years.

1.4.7 Revenue Recognition
Revenue is recognised at the time of departure of the vessel. Passenger sales received in advance is transferred to revenue when the tickets are utilised.

2. Revenue (Profit and Loss Statement)

	1987	1988	1989
	$	$	$
Passenger/Vehicles	20,296,909	22,442,414.	26,212,850
On-Board Spending	2,813,639	3,215,661	3,942,111
Freight	10,459,998	12,705,364	12,668,968
Interest Received	314,959	791,836	1,896,189
Other	1,065,168	642,508	1,318,319
	34,950,673	39,797,783	46,038,437

3.Operating Expenses (Profit and Loss Statement)

Operating Expenses include -

	1987	1988	1989
Administration	1,697,266	1,992,812	2,330,177
Freight	3,647,337	4,173,095	4,211,766
Passenger/Vehicle	3,473,427	3,965,353	4,604,474
Marketing	1,432,818	1,491,231	1,823,288
Vessel Operating	19,252,164	20,581,251	22,096,075
Depreciation	-	3,645,626	3,665,008
Amortisation	1,062,618	1,101,429	1,101,400
Commission	1,095,926	1,192,451	1,276,639
Interest	1,590,069	1,582,342	1,347,691
	33,251,625	39,725,590	42,456,518

4. Community Service Obligations (subsidies)
The following current requirements or constraints from Government which, although satisfied in the most efficient way, results in a financial loss to the Line:

	1987	1988	1989
	$'000	$'000	$'000
Pensioners	1,214	1,420	1,457
Tasmanian Residents Rebate Scheme	97	123	79

These factors have been noted in order that a clear understanding of the distinction between our commercial and non commercial business segments and their impact on TT-Line's financial result may be recognised.

5. Receivables

	1987	1988	1989
	$	$	$
Trade Debtors	2,289,413	1,071,431	1,228,239
Less Provision for Doubtful Debts	33,653	56,755	83,507
	2,255,760	1,014,676	1,144,732
Other Debtors	22,178	205,210	525,477
	2,277,938	1,219,886	1,670,209

Movements in the Provision for Doubtful Debts were:

	1987	1988	1989
	$	$	$
Amounts set aside to provision	36,400	30,000	60,000
:Bad Debts written off against Provision	22,747	6,898	33,248

6. Inventories

	1987	1988	1989
	$	$	$
Bunker Fuel	181,879	107,554	163,957
Lubricant	22,927	14,482	11,344
Souvenir Shop	42,682	39,295	49,886
Food and Beverages	97,077	114,899	125,889
Marine Stores	30,673	56,415	90,419
Stationery	8,816	6,001	6,011
	384,054	338,646	447,506

The ships deck and engine spares are costed as they are purchased. Spares purchased with the ship are included in the value of "Abel Tasman".

7. Investments

	1987	1988	1989
	$'000	$'000	$'000
Invested with the Tasmanian Public Finance Corporation	2,500	8,200	16,750

8.Creditors and Accruals

	1987	1988	1989
	$'000	$'000	$'000
Accounts Payable and Accruals	1,834	2,961	3,787

9. Non-Current Assets

	1987	1988	1989
	$	$	$
M.V. Abel Tasman :			
At Cost	19,150,566	19,150,566	19,150,566
Provision for Depreciation	-	2,076,849	4,153,699
	19,150,566	17,073,717	14,996,867
Conversion and Modifications :			
At Cost	10,781,922	10,781,922	10,781,922
Provision for Depreciation	-	1,169,283	2,338,566
	10,781,922	9,612,639	8,443,356
Positioning and Preliminary Costs :			
At Cost	5,431,926	5,541,105	5,541,105
Provision for Amortisation	1,079,595	2,181,024	3,282,424
	4,352,331	3,360,081	2,258,681
Life Jackets, Life Rafts :			
At Cost	276,157	276,157	276,157
Provision for Depreciation	-	29,948	59,896
	276,157	246,209	216,261
Melbourne Terminal Refurbishment :			
At Cost	96,355	96,833	96,833
Provision for Depreciation	-	12,064	24,168
	96,355	84,769	72,665
Computer Equipment :			
At Cost	746,677	788,228	825,223
Provision for Depreciation	-	152,434	313,119
	746,677	635,794	512,104
Cargo Handling Equipment :			
At Cost	452,478	452,478	452,478
Provision for Depreciation	-	150,811	301,622
	452,478	301,667	150,856
General Assets :			
At Cost	376,707	458,947	617,388
Provision for Depreciation	-	51,938	111,132
	376,707	407,009	506,256
Total Written Down Value	36,233,193	31,721,885	27,157,046

10. Loans

Loans outstanding comprise :	1987	1988	1989
	$	$	$
Loan I Euro Australia	10,118,837	10,118,837	10,118,837
Loan II Inscribed Stock	1,468,087	-	-
	11,586,924	10,118,837	10,118,837

Note : Loan II was repaid without penalty.

Private borrowings are guaranteed by the State Government under Section 12 of the Transport Act 1981.
All working capital is funded from private borrowings.

11. Provisions

	1987	1988	1989
	$	$	$
Annual Leave	-	105,376	129,040
Long Service Leave (Staff)	-	34,624	34,681
Long Service Leave (Ratings)	-	-	571,302
Crew Leave	-	310,000	334,501
Survey Dockings	747,824	392,474	990,979
Superannuation	-	173,393	359,458
3% Accumulation Fund	-	-	17,231
	747,824	1,015,867	2,437,192

Refer Note 5 for details of Provisions for Doubtful Debts.

12. Lease Commiments

Contractual Liabilities in regard to Lease/Rental Agreements are included in determining the operating result for the year.

12.1 Operating Leases

	89/90	90/91	91/94	1/7/94
Premises - Wharf Rental (1)				
- Devonport (note 12.2)	-	-	-	-
- Melbourne	396,970	396,970	1,420,997	515,903
Station Pier				
- Works Agreement	311,248	311,248	933,744	1,556,240
- Passenger Terminal	38,000	38,000	114,000	38,000
Premises - Hobart	18,000	7,500	-	-
	764,218	753,718	2,468,741	2,110,143

(1) lease commitment includes estimated C.P.I. adjustments.

12.2 Prepayments

The operating Lease for wharf rental at Devonport was paid in full to 30/6/95 in July, 1988. The effect of this in the financial statements is as follows:-

(A) Prepayments include the $1,215,000 payment to Port of Devonport Authority.
This amount is being amortised over the remaining seven years.

(B) The Trading Account includes an amount of $173,572 being the 1988/89 share of the amortisation.

13. Remuneration of Auditors

Amounts paid to Auditors for :
A. Auditing the financial statements
- Internal Audit : $39,000.
- External Audit : $14,080.
Other services - $17,500.

14. Consultant Fees

Fees paid in 1988/89 amount to $57,372.

15 Marketing/Advertising Costs

Advertising fees paid in 1988/89 amounted to $867,903.

16. Agreements

1. Port of Devonport Authority
This Agreement sets out the terms of rental for the authority providing passenger and cargo wharf facilities.

.2. Port of Melbourne Authority
This Agreement sets out the terms of rental for providing passenger and cargo berth facilities at Station Pier.

3. Australian National Line
The Manning Agreement has been enhanced and now requires A.N.L. to provide -
- suitably qualified Masters and Officers to TT-Line, in order that it may operate a ferry service between Tasmania and Victoria, and
- at the owner's cost and under instruction from the owner arrange provision of

- bunkers,
- lubricating oils and greases,
- machinery, spare parts and mechanical equipment,
- deck and engine consumable stores,
- insurance - hull and machinery and protection and ;indemnity,
- any other service as may be agreed from time to time.

In consideration of these services the Owner (TT-Line), in addition to reimbursing all purchases at cost, pays a fixed fee together with a supplementary fee. The Fixed fee for the first twelve (12) months, commencing 21st December, 1987 was $212,500. The supplementary fee is based on 25% of saving achieved up to $200,000 and 50% on savings above this level.

4. Department of Tourism

The Heads of Agreement between the Transport Commission and the Department of Tourism requires Tourism to provide the following services in accordance with TT-Line pricing, reservation policies and procedures -

- Retail distribution.
- Wholesale distribution.
- Marketing assistance.

HISTORY OF TRANSPORT TASMANIA

Transport Tasmania's origins lie in the commencement of construction of the Launceston to Deloraine Railway in 1868. The Government of Tasmania went on to operate both this and other railways in the State through the Railways Department and later the Tasmanian Government Railways.

On 1 July 1939 a semi-autonomous body was created to operate the railways and also to co-ordinate all aspects of transport operation and regulation. This body was called the Transport Commission and was administered by a Commissioner for Transport and two associate Commissioners.

In 1955 suburban bus services were separated from the commission and joined with municipal services to form the Metropolitan Transport Trust. In 1975 control of Tasmanian railways was handed over to the Commonwealth.

Two major events of the last decade have been the introduction of The Transport Act (1981) which changed the powers of the Commission and reduced the number of Commissioners to one, and the commencement of operation of the "Abel Tasman" Bass Strait shipping service in 1985. The latter saw the return of the Transport Commission to the operation of a major transport service.

A more detailed history of Transport Tasmania and Tasmanian transport in general was given in Transport Tasmania's 1986/87 annual report. In addition a demicentenary history of the Commission is being prepared. It is hoped to publish the history during the present year.

PUBLICATIONS

B-Doubles in Tasmania - how safe can they be? / by Warwick Counsell (In: B-Doubles in Tasmania - a seminar; presented by the Chartered Institute of Transport, Tasmanian Section), 1989.	On request
Fares and charges levied on private bus services, 1988.	$10
Motorcycle rider training instructors' yearbook, 1988.	On request
Review of proposed changes to taxi industry regulation / Economic Planning and Research Division (EPR paper; 76/89).	Not available
Joint police/council enforcement of kerbside parking restrictions / Division of Road Safety.	On request
Local area traffic management / by A.V. Peters (In: 27th ARRB Regional Symposium, Launceston, Tasmania), 1989.	On request
Forecasting patronage from bookings using a logit model / by Glen D'Este (In: 10th Conference of Australian Institutes of Transport Research), 1988.	On request
Review of Tasmanian air services / by Economic Planning and Research Division (EPR paper; 75/88).	Not available
Review of Tasmanian public vehicle licensing; prepared for Transport Tasmania / by Stewart Joy (Hyland Joy and Associates), 1988.	On request
Structuring the big decision / Glen D'Este (In: 13th Australian Transport Research Forum, Christchurch, New Zealand), 1988.	On request
Tasmanian bus and truck drivers's handbook.	On request
Tasmanian Transport Directory. (Annual)	On request
Tasmanian Transport Statistics. (Annual)	On request
Traffic safety trends newsletter / Traffic Engineering Division (Quarterly).	On request
Truck accident update newsletter / Traffic Engineering Division (Quarterly).	On request

SUCCESSION OF PRINCIPAL OFFICERS

Manager, Launceston and Western Railway

1876 - 1886 R.W. Lord

General Manager, Tasmanian Government Railways

1886 - 1901 F. Back
1902 - 1903 C. Hudson
1903 - 1911 J. McCormick

Commissioner for Railways

1911 - 1923 G. Wishart Smith
1924 - 1927 C. Miscamble
1927 - 1938 F.P. St Hill

Commissioner for Transport and Chairman of the Transport Commission

1939 - 1951 M.W.S. Wilson
1951 - 1969 C.E. Baird
1969 - 1979 G.T. Webb
1980 - 1981 R.W.J. Morris

Commissioner for Transport

1981 - 1987 R.W.J. Morris
1987 - 1989 A.J. Pedder

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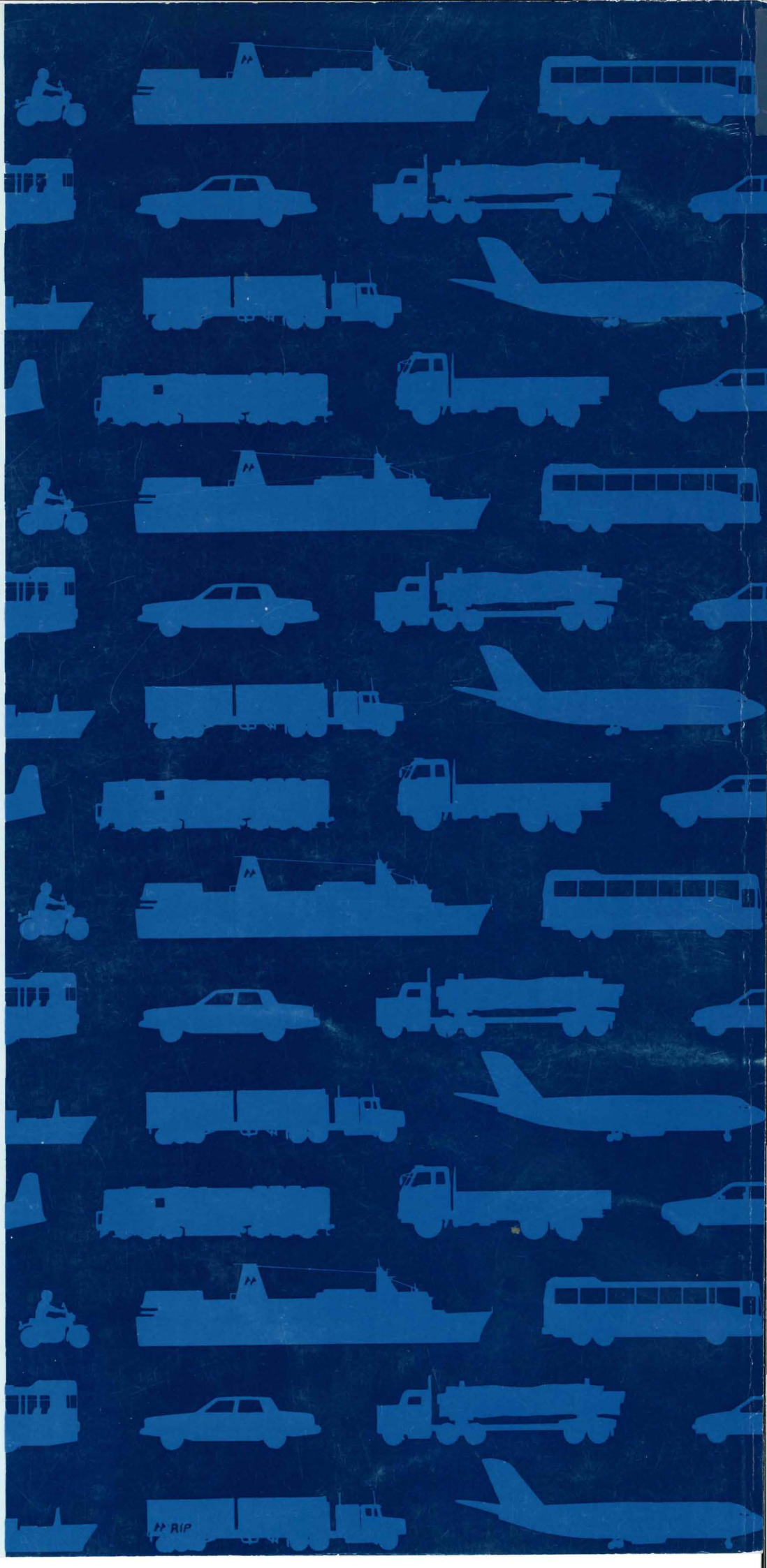
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